



CAPT^N SIR JOHN ROSS, R.N. KNT K.S. &c. &c.

Truly Yours
John Ross

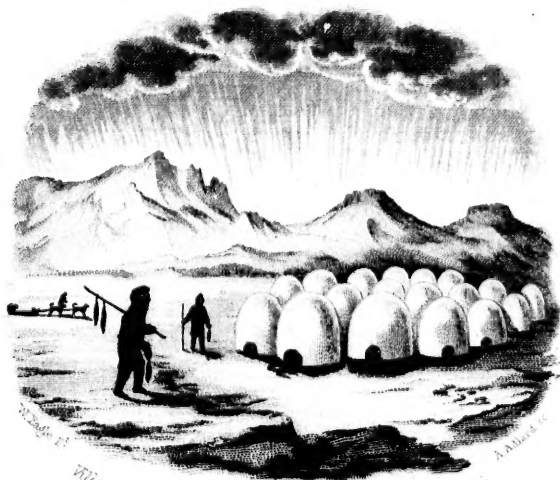
LONDON.

PUBLISHED FOR THE PROPRIETORS BY JOHN SAUNDERS

THE
 LAST VOYAGE
 OF
 CAPT^N JOHN ROSS, R.N.
 FOR THE
 Discovery of a North West Passage,
 PERFORMED IN THE
 YEARS 1829. 30. 31. 32 & 33.

BY AN

Officer attached to the Expedition.

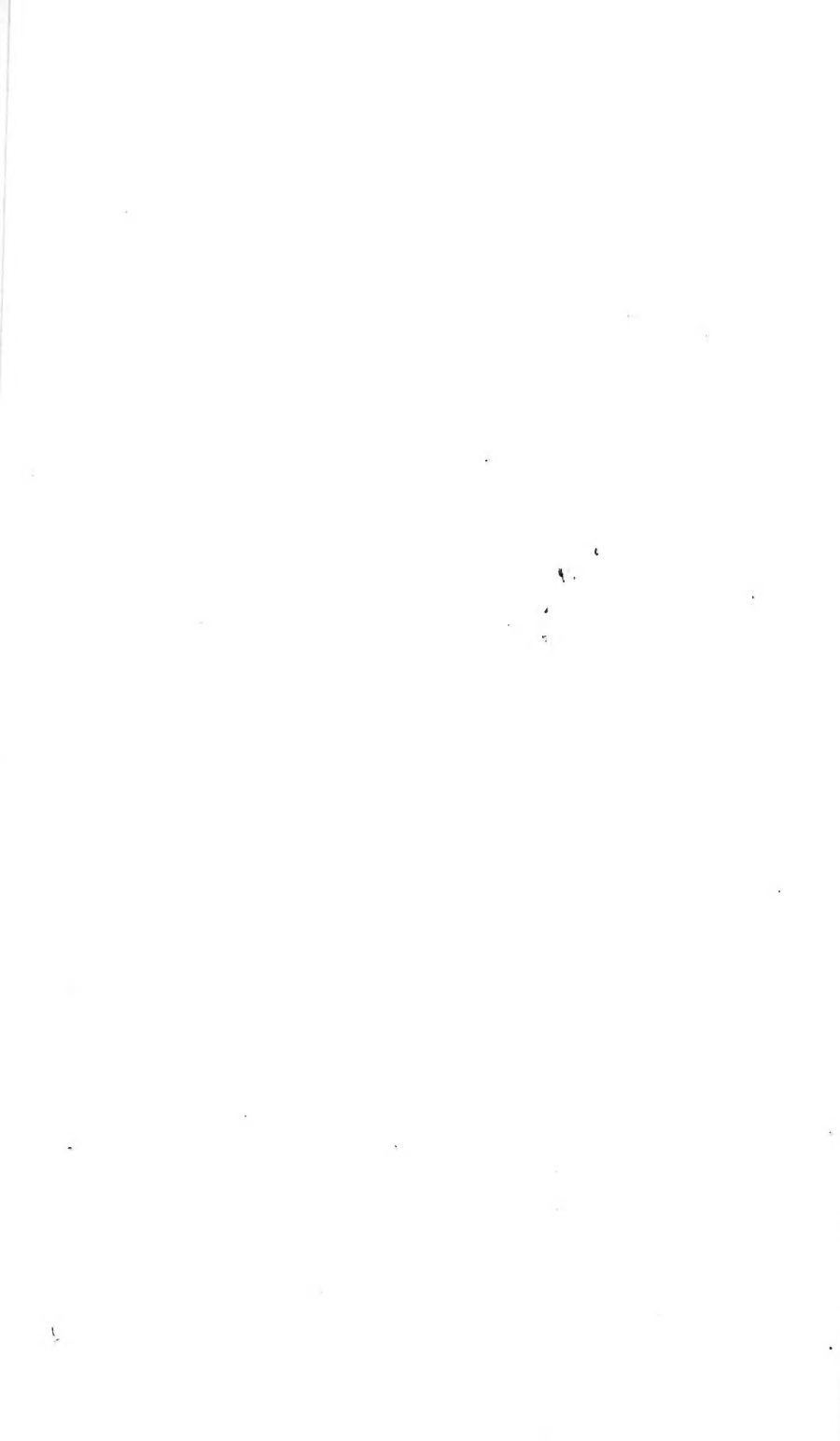


Village of the Natives in Boothia, with the Aurora Borealis.

LONDON

Published for the Proprietors by J. Saunders 44 Paternoster Row

1834.



LAST VOYAGE

OF

CAPT. SIR JOHN ROSS, R. N. KNT.

TO THE ARCTIC REGIONS;

FOR THE

DISCOVERY OF A NORTH WEST PASSAGE;

PERFORMED

IN THE YEARS 1829-30-31-32 and 33.

TO WHICH IS PREFIXED

An Abridgement of the former Voyages

OF

CAPTNS. ROSS, PARRY, & OTHER CELEBRATED NAVIGATORS
TO THE NORTHERN LATITUDES.

COMPILED

From Authentic Information and Original Documents,

TRANSMITTED BY

WILLIAM LIGHT,

PURSER'S STEWARD TO THE EXPEDITION.

ILLUSTRATED BY ENGRAVINGS FROM DRAWINGS TAKEN ON THE SPOT.

BY

ROBERT HULSH,

Author of the "Memoirs of the Princess Charlotte," "Treatise on Bees," &c. &c.

LONDON:

Printed for the Proprietors,

PUBLISHED BY JOHN SAUNDERS, 25, NEWGATE STREET

and sold by all Booksellers in the United Kingdom.

MDCCLXXXV.

RECEIVED
JAN 12 1962

INTRODUCTION.

WITH a well-founded pride may an Englishman point to his country, as the source from which the light of knowledge has beamed upon the inhabited world,—as the cradle, in which the sciences have been fostered until they have attained a power and strength, which appear to bring all nature under their control, and to cast a wholly new character upon the history of the human race. Great and valuable as may have been the discoveries of our enterprising predecessors, the present century will ever stand distinguished for a most extraordinary display of the active spirit of discovery, which has explored the remotest regions of the earth, which has produced a rapid improvement in every branch of the sciences, and been the means of a more general diffusion of useful knowledge. Our discoveries have been grand and momentous; they have made important accessions to our acquaintance with the globe; they have materially contributed to the extension of our commerce, our riches, and our revenue, to the means of private accommodation and public security; they have promoted our intimacy with the highest study of mankind; they have increased our conversation with countries and manners before little known, and they have finally presented to our view, MAN in conditions in which he was never before seen. A mutual intercourse has been also established, in many instances, on the solid basis of a reciprocity of benefits, and the productive labour of the civilized world has found new markets for the disposal of its manufactures.

The attempt, however, to discover the North West Passage carries with it a character peculiarly its own, nor can it be measured by any of the standards, which have been applied to other voyages; its principal aim being the solution of a great geographical problem, without the expectation of its being attended by any of those advantages of a commercial character, for which other discoveries have been

distinguished. In the narrative of a voyage of this kind, the attention is universally attracted to one great and important point, without presenting any of those grand and glowing pictures of the tropical climes, which gave rise to the laborious researches and profound investigations of a Jones or a Maurice. But although the professed object of the last voyage of Captain Ross has not been attained, yet on a perusal of the different scenes, through which the intrepid navigators passed, much will be found to excite the attention of the philosopher, the merchant, and the man of science, whilst at the same time the honour and character of the nation are elevated by the circumstance, that there are men to be found in it, who will brave the rigour of four Arctic winters, estranged from every comfort, which can render life desirable, for the sole purpose of enlarging the boundary of maritime discovery, and adding another leaf to the laurel which already encircles the brows of the British mariners.

The outset, progress, and result of various enterprises have been exhibited to the world, in the publications of the respective adventurers; but, valuable as these productions are, yet the size and expense of the volumes preclude many readers of curiosity, intelligence, and knowledge, from being able conveniently to purchase such sources of gratification. Thus the price, at which Captain Ross announces the history of his last voyage, namely two guineas, will place it beyond the reach of the greatest part of the reading community, whereas in the following pages will be found, at a comparatively low price, the whole of the incidents and discoveries, for which the voyage has been distinguished, and the authenticity of which is placed upon a basis, which cannot now be subverted.

THE
LAST VOYAGE
OF
CAPT. JOHN ROSS, R.N.,

FOR THE DISCOVERY OF A NORTH WEST PASSAGE.

PERFORMED IN THE YEARS 1825-26-27-28 and 29.

CHAPTER I.

HISTORY OF THE EARLY VOYAGES TO THE ARCTIC REGIONS.

THERE is scarcely any species of History, which to the inquiring mind presents greater delight, or which is studied with greater assiduity, than that which treats of the adventures of the early Navigators, in their daring efforts to penetrate into distant transmarine Countries, the existence of which has been only guessed at, or which by the ignorant multitude has been treated as a wild and improbable fable. We follow these adventurous men in their daring enterprise; we view them at their top-mast head, straining their vision over the wide waste of water, hoping to discover some small speck, which might tell them of the realization of their hopes, and we follow them nightly to their cheerless hammocks, disappointed and despairing; discomfiture and disgrace their future companions; themselves the objects of neglect and ridicule; but then on a sudden, the restless fire of the noble Soul breaks forth—the inspirations of a mighty Genius support them in the contest—Onwards! onwards! is the cry—Hope once more fills the sails—Courage takes the helm—and the God of the brave is the pilot.

The maritime power of England, founded on a spirit of discovery, began to manifest itself as early as the reign of Alfred.

who had no sooner ascended the throne, than he directed his attention to the commercial relations of the country. At that time the Venetians might be considered as the carriers of Europe, and in point of nautical skill, they bore the pre-eminence over every other maritime power. By their connexion with the eastern and southern shores of the Mediterranean, the valuable produce of Turkey, and the manufactures of India were circulated over the entire continent of Europe, and a French or an English ship no sooner showed itself in the Mediterranean, than it was attacked by the armed vessels of the Venetians, or captured by the Moorish corsairs, and the crew carried into slavery. The restricted commerce of England, was at that time greatly fettered by imposts and duties, which had been impolitically laid on for the support of the Priesthood; the erection of monastic houses, and the purchase of indulgences from the see of Rome. These were wisely repealed by Alfred, who perceived the injury, which the commerce of the country sustained from their exaction, and although he clearly saw the impossibility of competing with the Venetians on their own Ocean, yet he resolved by fitting out different expeditions of discovery, to open some new channels for English commerce, and which might act as a counterpoise to the ascendancy of the Venetian trade. Amongst the chronicles of those days, we find a commission granted to one Simon Otho, to take under his command the "goode shippe" Adelgitha, and with her to sail across seas, to discover lands unknown, all "for the Glorie of God—the honour of his Kinge, and publique goode of his Countrie." The Geography of the northern countries of Europe was then wholly problematical; the southern parts of Norway and Sweden were indeed known to the Danes, but no vessel had ever navigated to so high a latitude, as to determine their northern boundary, and it was accordingly surmised that a passage to the eastward existed, which might establish a route to those countries, from which the Venetians drew their valuable commodities. Otho was therefore instructed to survey the coasts of Norway and Sweden, and following the instructions furnished by a Danish pilot, he was led to believe that a sea existed in about the latitude of 55° , by which the desired passage could be

effected. Otho accordingly sailed into the Baltic, but being wholly ignorant of the navigation of that dangerous sea, in rounding the southern-most point of Sweden, his ship struck on the ledge of rocks, now known by the name of Falsterborn Reef, and he and his whole crew were in the most imminent danger of perishing. By great exertion, however, the ship was got off, and after undergoing some repairs at a small town in the Danish territory, supposed to be the present Elsinour, he re-entered the North Sea, and proceeded along the coast of Norway until he reached the latitude of 68° north. Here his ship received considerable damage amongst the small rocky Islands which abound in that quarter; and not possessing the enterprising spirit of the mariners of the present day, he bent his course homewards, being satisfied that he had penetrated to a higher latitude than any former navigator, although he could not boast of any farther advantage, resulting from the expedition.

This may be considered as the first voyage on record, undertaken for the express purpose of Discovery. It was the infant manifestation of the future maritime greatness of England, but which for a time was prevented from extending and developing itself, by the political troubles which distinguished the after reigns, and by the ignorance and imbecility of the reigning monarchs.

Until this period, the fragile barks of the Europeans, had been principally confined to the coasting trade, but the daring genius of Columbus saw at a distance far beyond the ocean's visible verge, the mountains of a distant land, although the ignorance and superstition of the age in which he lived, threw the most disheartening obstacles in his way; the priests laughed at his deductions and his arguments; the soidisant Philosophers ridiculed his analogies founded on the Laws of Nature, and he was finally threatened with a prison, for presuming to entertain the heretical doctrine, that beyond "the furthest ken of Sea" there might exist a people, who had never heard of the name of Christ, and who lived like the beasts, in the gloom and darkness of savage nature. That genius, however which will not be daunted by the blasting tyranny of Priestcraft, nor which quail under

the rack of the Inquisition, impelled him to adventure his little bark, on the hitherto unploughed Ocean of the Atlantic, and no nobler or grander object can the History of the human character present, than Columbus sitting at the helm of his vessel, his eye directed to the westward, as if it would penetrate into the very depths of an almost illimitable distance, and exclaiming in all the enthusiasm of a noble mind—“ *It must—It must be so, for God is my guide.*”

If however we look into the motives which, in the majority of cases, swayed the mind of the earliest navigators, we shall find but little to admire or to applaud, with the exception of an occasional display of high personal courage, which appeared to brave all obstacles, and to look down with disdain on common difficulties. On such occasions, however, the priesthood interfered and gave to some favourite Saint the merit of the act, as without his most special interposition, it would not have been possible to accomplish the deed, and thus in every undertaking of importance or difficulty, it became necessary by largesses, or benefactions, to enlist the priesthood in the cause, as by their all powerful influence, men could be found at all times to embark in an undertaking, although distinguished by the greatest difficulty and danger. This was peculiarly the case with Columbus, previously to the undertaking of his perilous voyage across the Atlantic; and it was subsequently exemplified with greater force, in the expeditions of Vasco de Gama. The latter, of these enterprising men, foreseeing the dangers which awaited him in his daring projects, and the effects which they would naturally have upon his crew, unseasoned to hardships, and in their natures weak and effeminate, enlisted in his cause, the two most powerful engines, which then ruled the human mind, lucre and religion, and by their concentrated force, he succeeded in infusing courage into the hearts of his dispirited mariners in the midst of the most appalling dangers, and finally led them to triumph over difficulties, at which, but for the seasonable influence of the priest, they would have shrunk abashed. If fear and irresolution came upon them, the priest, with the crucifix in his hand, was immediately in their presence, proudly exclaiming to them that

they were the chosen agents of the Saints of Heaven, appointed to carry their names and miracles, to the most distant quarters of the world, and to fix the standard of the holy cross in the benighted country of the heathen. If the sailors at any time, burning under a tropical sun, and seeing no immediate termination to the privations and hardships, which they were undergoing, began to murmur, and to hazard an opinion, that if they really were, as was alleged by the priest, in the service of the Saints, it would become them to pay a little more attention to the satisfaction of their wants, and necessities; then their wily commander very opportunely stepped in, and inflamed their imagination, with the prospect of the inexhaustible riches that awaited them; of the high and dignified station, which they would occupy on their return to their native land, laden with the wealth of distant countries, and thereby be enabled to spend the remainder of their lives in affluence and luxury, under the shades of their native olive groves, and vineyards.

History records three instances in the first voyage of Columbus, when, had it not been for some pious frauds, practised on the sailors by the priests, the helm would have been seized by the despairing crew, and the ship made to retrace its course to Spain. Thus it appears that although superstition has been, and in some degree is still, one of the greatest enemies of the human race, yet that it was by the active power of superstition, that Columbus succeeded in becoming the discoverer of the western continent. If superstition had not impressed the belief on the minds of his dissatisfied and rebellious crew, that the priests on board had frequent visitations from their patron saints, urging them to pursue their course, and promising them ultimate success; if Las Casas had not politically stepped forward, with the relation of a miraculous vision, in which appeared to him St. Augustine, who exposed to him the view of the country, to which they were fast approaching; the rivers of which flowed over beds of gold, and the mountains of which were studded with precious stones, Columbus would have been cast into the hold of his ship, and carried back to Spain in irons, as a visionary and a traitor.

Spain indeed considered the new world as treasure-trove, of

which she was lawfully and exclusively the mistress. A bull of the Roman church, granted by Pope Adrian VI., gave what was then esteemed as a sacred recognition of these exclusive rights, and the government of Spain determined, that none but Spaniards should trade with, or land upon the American continent, and islands. Such folly must now appear unaccountable, but it is an historical fact, that the Spaniards at first fancied, that they could keep their discoveries in the West Indies a secret from the rest of the world, and prevent the ships of other nations from finding their way thither. Not all the power of Spain however, comparatively great as it then was, nor all the horrid cruelty practised in support of her extravagant pretensions, could deter the enterprising mariners of England, from attempting to share in the greatly exaggerated wealth of the new world. The spirit of discovery, roused by the successful enterprises of Columbus, and Vasco de Gama, spread through all the maritime states of Europe, and as early as 1526, being only 34 years from the discovery of America, one Thomas Tyson, was sent by some English merchants to the West Indies, and from this expedition arose that formidable body of men, styled the Buccaneers, who setting at defiance the authority of the church of Rome, and the consequent sovereignty of the Spaniards in the West Indies, became the champions of the maritime states of Europe, and ultimately led to the expulsion of the Spaniards from a great portion of their newly acquired territory.

It is therefore at once apparent, that the love of science, or the solution of any geographical problem, by which the art of navigation could be improved, had little or no share in the expeditions in which the early navigators embarked. A voyage, like that of Capt. Cook, for the mere purpose of observing the astronomical phenomenon of the transit of Venus over the sun, would in these early ages have been met with ridicule and contempt; it would have appeared as a project from which no especial benefit was to be derived, and not a shilling would have been advanced, by any of the maritime powers of Europe, in support of an undertaking so apparently useless and preposterous; for a conquest of territory, which was to be accompanied by an accumulation of riches, was the predom-

minant principle, which actuated the early navigators, in their attempts to penetrate beyond those latitudes, to which their commercial enterprises had been hitherto confined. By the maritime skill of the Venetians, who were the sovereigns of the Mediterranean, the beautiful and splendid productions of India, natural and artificial, were brought from the shores of Egypt and the adjacent coasts, and found a ready, and highly lucrative market in the European states. It was in vain for the Portuguese, to attempt to compete with the Venetians, and therefore it was resolved to seek a new, and perhaps a less circuitous and hazardous route, by which an immediate communication might be obtained with India, and thereby become not only the rivals of the Venetians, but their participators in all the lucrative advantages of the Indian commerce. For this purpose, two ships were fitted out by the Portuguese, at the expence of private individuals; but the command was entrusted to men, fitted neither by nautical skill, nor mental energy for so important an enterprise, and who preferred their own immediate aggrandizement, to the prosecution of the object in which they were engaged. The ships reached the Azores in safety, and the Sovereignty of an Island, rich in all the productions of nature, appeared in the eyes of the commanders, to be a far more preferable situation than sailing in quest of an unknown country, which only existed perhaps, in the fertile brains of the projectors of the expedition, and thereby continually exposing themselves to all the perils, attendant on the navigation of an ocean, of the Geography of which they were utterly ignorant. The ships were dismantled, and the projectors of the expedition came to the conclusion, that the vessels had either foundered at sea, or that they had fallen into the power of some of those savage tribes, which were known to inhabit the western coasts of Africa.

This disastrous circumstance tended for a time, to diminish the ardour of the Portuguese, in the prosecution of their nautical enterprises, until a man of a commanding genius, on a sudden appeared amongst them, and who surmounting all the obstacles which jealousy, and private interests threw in his way, sailed in discovery of the route, by which the treasures of India were to flow to his native country. The success which attended Vasco

de Gama in this expedition, may be considered as the foundation of the high rank, which the Portuguese once held amongst the maritime and commercial nations of Europe. The track round the Cape of Good Hope, was discovered in 1498, and the flag of Portugal was planted on the shores of India. These extraordinary discoveries of the Portuguese, and the flourishing commerce which they had established in the Indian seas, engrossed for a long time the spirit and jealousy of the other maritime powers of Europe, and particularly stimulated the English nation, to obtain a participation in the apparently inexhaustible fountain of wealth, which flowed to the Portuguese from their Indian possessions. The Portuguese at that time were in regard to the Indian trade, what the English now are: they had firmly established themselves in their new dependencies; they considered themselves, as being the discoverers of the route round the Cape of Good Hope, to possess an exclusive and sovereign right, to all the benefits and privileges of the commerce, belonging to all the countries within a given latitude, as had been previously the case with the Spaniards. A bull of the pope, a most powerful instrument in those days, and which was, doubtless, purchased by some portion of the wealth acquired in their commercial enterprises, invested the Portuguese with the sovereignty of their new possessions, and there was not a maritime power in Europe, then strong or bold enough, to dispute their dominion, or to wrest it from them by the usual mode of warfare.

It is curious to observe how intimately connected the principal discoveries are to each other; although apparently dissimilar in their object; the majority of them, springing from the rival spirit of commerce, and, finally leading to the annexation of some of the richest portions of the globe, to the European governments. The flourishing state of the Venetian commerce, led to the discovery by the Portuguese, of the route round the Cape of Good Hope, and the latter discovery first suggested to the English, the idea of attempting to reach China and India, by at least one half of the distance, and this was to be achieved by sailing round the north coast of America, into the great Pacific; and so confident were the English navigators of the existence

of such a passage, that it was only thought requisite, to equip a ship, in every respect able to weather the storms and dangers of the northern latitudes, in order to wrest from the Portuguese the sovereignty of the Indian Commerce. The spirit of the English merchants was aroused, they had long looked upon the commercial greatness of Portugal arising from her Indian possessions, with an eye of the bitterest jealousy, and therefore with the utmost zeal and alacrity, they fell into any scheme, however wild and preposterous it might be in its general outline; however difficult it might be in its execution, and improbable in its final accomplishment.

The greater part of North America was as yet undiscovered, but the existence of the Pacific had been established by the daring spirit of Balboa, who with a chosen band of hardy adventurers had crossed the Isthmus of Darien, and the English navigators thence drew the conclusion, that the Atlantic and the Pacific communicated with each other, at some point to the northward; consequently the only problem to be solved, was, at what degree of latitude, that communication was to be found. In the discovery of the Pacific, the English saw a most important point was gained, in the accomplishment of their grand object; which by the discovery of the north west passage, was to strike an irrecoverable blow, at the Indian commerce of the Portuguese. The fountains of wealth were about to be opened, and many plans were suggested, one after the other of which was relinquished, to make way for a successor equally absurd, and which in respect to a successful issue, was at open variance with all probability. It must however be admitted, in exculpation of our early navigators, that they had difficulties to contend against, and obstacles to surmount, which foretold a positive failure, and which in themselves were sufficient to discourage, and daunt the most enterprising spirit, for they could not be overcome by nautical skill, nor the most determined courage and perseverance. A very small portion of America was as yet known, and it was not until the reign of Henry VII., that Newfoundland was discovered, then considered to be the most northern part of America, thereby proving that all the expeditions which had

been fitted out, from the time of Alfred to that period, had been, as far as the north west passage was concerned, fruitlessly employed, for so ignorant were the navigators at that time, of the true geographical position of America, or of its uttermost northern latitude, that it was in the attempt to discover a north west passage, that the Floridas were discovered, thereby showing how far distant they were from the real object of their search.

As however, the English were the first to undertake the perilous enterprise, so may it be said, that if the north west passage be ultimately discovered, the honor will belong to Britain only; for this country appears from the beginning, to have stood alone in the great and arduous undertaking, whilst other maritime nations have sluggishly looked on, yielding to Britain all the danger and the expence, but always ready to seize upon any advantage, which might accrue from the discovery. It must however be confessed, that from the present aspect of things, no very strong temptation is held forth to any maritime power to co-operate in the undertaking. It is not attended by any particular commercial advantages, nor accession of territory, unless a desire be manifested to compete with Russia, in the empty sovereignty of a few hundred miles of snow and ice; it possesses no mines of wealth, no allurements for emigration, no natural produce worthy of importation, in fine there is scarcely any benefit or advantage attached to it, either nationally or individually. Its object is decidedly scientific, and as such it has been pursued with a perseverance and a spirit, worthy of the enlightened nation, by which it has been projected. Navigation may reap considerable advantages from it, but even supposing that the passage were effected, it is most probable that a century might elapse, before it could be again accomplished, on account of the unsettled state of the ice, forming at one time an insurmountable barrier, and at another, leaving the ocean perfectly navigable. In former times however, the undertaking wore a very different aspect; its object was purely commercial; the variation of the needle had not then even attracted the attention of nautical men; the physical obstacles to the success of the undertaking were unknown, and its ultimate attainment scarcely a matter of doubt; nor was it

until frequent failures had taken place, that the suspicion began to be entertained, that the destruction of the Portuguese commerce, if it depended upon the discovery of the passage from the Atlantic to the Pacific, was an event not quite so near at hand, as was originally surmised. In the majority of the failures, however, the want of success was not attributed to the actually existing difficulties, but to the deficiency of skill and courage, in the individuals, who were engaged in the expedition. Thus every nautical man, who had ventured beyond the sight of land, considered himself more competent than his predecessor, in whom he pretended to discover a great want of nautical skill, and an absence of all the other qualifications, which were necessary to fit him for so important an undertaking. It became, however, soon his own fate to return with the same tale, as his predecessor had done before him, and in his turn to become the subject of ridicule and disgrace.

There is not perhaps any country, that would have derived greater advantages from the discovery of the north west passage, than Russia, but her ambition is not to render her name great and glorious in the annals of fame, by the promotion of the interests of science, or the addition of a single iota to the stock of human knowledge. Her ambition has indeed led her to establish her settlements, on the north-eastern coast of America, but did it ever prompt her to co-operate with Britain in the solution of the great geographical problem, by fitting out an expedition from one of her Kamschatka ports, and by penetrating up Behring's Straits, attempt to meet the English navigators? and even, if the flag of the two nations did not actually salute each other in a part of the globe, where no flag was ever unfurled before, still the question might have been set at rest, in what particular latitude, the impenetrable barrier, if any such exist, is to be found, and the discovery of the north west passage be relinquished for ever afterwards, as hopeless and unattainable.

In the mean time the strong interest, with which the discovery of the north west passage was regarded in England, had excited the alarm of the Portuguese, who clearly foresaw, that if the passage could be discovered, the most lucrative and valuable

branch of their commerce, would be diverted into another channel, and into one, which of all others they the most feared, as from the energy, perseverance, talent, nautical skill, and comparative opulence of the English, they would have to contend with rivals of so formidable a character, that the result scarcely remained a matter of speculation or doubt. In this dilemma, the Portuguese had recourse to diplomacy and intrigue, and the triple crowned bigot of the Vatican was applied to, to see that the bull, which he had issued, granting the sovereignty of the Indian commerce to the Portuguese, should be religiously attended to by all true catholics, under the threat of excommunication, and the ban of the Holy Mother Church against all, and every one, who by any open or secret undertaking, or enterprise, should attempt to despoil the Portuguese of those exclusive privileges, which the legitimate successor of St. Peter had granted to them.

In those days, the ban of the Holy Mother Church, was not looked upon as so great a tom foolery, as many are inclined to regard it at the present period, and considering the degrading thralldom, in which the European states were then held by the papal see, it might naturally have been expected, that the most implicit obedience would have been paid to the mandate of his holiness; but the love of lucre, conquered over the threat of excommunication, and the ban of the church kicked the beam, when put into the opposite scale with the golden treasures of India. A ship was privately fitted out in the port of Falmouth, avowedly for prosecuting some commercial undertaking in the newly discovered country of America, but the real aim was to discover if any communication existed between the Atlantic and Pacific. The command of the vessel, was entrusted to a person of the name of Manson, who had distinguished himself as the captain of a Venetian trader in the Mediterranean, and from whose skill and intrepidity, the most favourable results were to be expected.

In those days, a priest was as inseparable a part of the lading of a ship, as an anchor or a cable; but Manson either from a secret conviction that a priest, under the peculiar circumstances

in which he was then placed, acting as he was in defiance of an express mandate, issued by the head of the church, might instead of being an advantage, turn out to be a decided incumbrance, and ultimately prove the instrument of defeating the object of the expedition, from the well known influence, which "the holy father" always exercised over the crew of a ship, forebore to enlist one in his train, and it will soon appear that what he considered an act of caution and of prudence, proved the cause of his ruin and discomfiture.

The ship had not sailed many days from her port, when she encountered a violent storm in the chops of the channel, which greatly disabled her, but Manson determined to keep the sea, encouraged by the prospect of the golden harvest, which awaited him on the other side of the Atlantic. Unfortunately however for him, and the enterprising projectors of the expedition, the crew being all rigid catholics, were deeply immersed in superstition and bigotry; they saw in the storm which raged around them, a manifest declaration of the displeasure of the Almighty; in every crack of the masts, they thought they heard the voice of the holy father of the church, denouncing the terrors of his unappeasable vengeance on their recreant heads, on account of their disobedience to his mandate; no priest was on board, to quell the tumult and agitation of their alarmed souls; to hear from their trembling lips, the confession of their heinous transgression, and to give them absolution from its consequences; even the very absence of "a holy father," was to them an all convincing proof, that they were doomed to destruction, for had only one been on board, for his sake only, would the ship be spared from visiting the bottom of the ocean.

In this excess of their fear, for the destruction which impended over them in this world and the horrors of the purgatory which awaited them in the next, they made a vow, that should their lives be spared, they would force their captain to navigate the vessel to the first port, which they could make in Italy; from which they would go bare-footed to Rome, and there subject themselves, to whatever penance might be imposed upon them, for the terrible sins which they had committed. The storm

ceased, which was attributed to the vow which they had taken, and they began to make immediate preparation for the rigid performance of it. Manson true to his trust, expostulated with his crew, on the folly of their proceedings; he held before them a dazzling picture of the wealth, which awaited them on the shores of America; of the honor which would be attached to their name, in having been the first, who sailed from the Atlantic into the Pacific; he spoke in the most eloquent terms, of the transcendant beauty of the American women, who were panting to receive such gallant fellows within their arms; and then he broke forth into exuberant praises of the lusciousness of the American wine, which was to be handed to them in golden goblets by "the fairest of the fair"—but what were riches, honor, fame, women, or wine, to the senseless bigots? they had a vow registered in heaven, the saints above had witnessed it, and no earthly power, therefore, could absolve them from the performance of it. Manson saw that it was in vain to contend against such a combination of ignorance and superstition, and therefore wisely appeared to fall into the designs of his crew; being well acquainted with the cosmography of the Mediterranean, he declared that little doubt rested on his mind, of his ability to navigate the vessel to some Italian port, where the mummary of the performance of their vow might commence. Taking however, advantage of the total absence of all geographical knowledge on the part of his crew, he sailed up the Garonne, persuading them that they were in sight of the Italian shores, and on arriving at Bourdeaux, he had the whole of them taken prisoners, as a band of mutineers; but not judging it safe to remain in a port, where as soon as the real circumstances of the case transpired, he might be made to change situations with the prisoners; he collected the best crew he could, and returned safely to England, discomfited, but not wholly discouraged from undertaking another voyage, at some more auspicious period.

Manson was a distant relation of the celebrated Jane Shore, by the mother's side, and although she might have lost all influence over Henry VII., as far as regarded her personal attractions, yet under no circumstances was it found difficult to obtain ac-

cess to that monarch, when the recommendation of any project was to be enforced, which had the most remote tendency to satisfy his ruling passion of avarice. There is not, certainly, any document existing to show that she, who was at one time, the "wittiest harlot" who shared the royal bed of Edward IV., had in any manner attempted to exercise her influence over his successor, in favor of her relative; nor can it be ascertained that Henry VII., sanctioned in any degree, the expedition of Manson. We are therefore left to the conjecture, that the voyage was projected, at the sole risk and expence of private merchants; but on the other hand, there is mention made of one Thomas Manson, "a seafaringe manne," who found great favor in the eyes of Elizabeth, the queen consort of Henry, and therefore we may in some degree be warranted in drawing the conclusion, that her interest and power, although extremely limited over her sovereign, might have been exercised in favor of Manson, although it could not be expected, that it would have been called into action, from any disposition to befriend the discarded Jane Shore, or any of her relations. It was however sufficient to submit to the consideration of Henry VII., any project, the ultimate aim of which was to fill his coffers, in order to ensure his royal patronage and co-operation; and viewed from this point, certainly no scheme was more likely to effect that end, than the promotion of the discovery of foreign countries, which had already given to the king of Spain, the character of the richest monarch of the world.

It has been considered by the majority of writers, that Sebastian Cabot, the Venetian, was the first navigator, who projected the discovery of the north west passage; the fame, however, of his having been the first projector of that undertaking, stands on very dubious grounds. Cabot arrived in England, and took up his residence at Bristol, with the strong recommendation of his having accompanied Columbus in his first expedition, and as far as his own report was to be credited, he was one of the most skilful mariners of that period. He clearly saw the many, and almost insuperable obstacles, which stood in the way of the detection of the truth or falsehood of any of the reports, which he might make relative to the voyage of Columbus, and there-

fore, he might launch forth into the most hyperbolical account of the miracles which he had (not) seen, and of the extraordinary instances of the consummate skill and courage, which he had on many occasions displayed; for it was not very probable, from the restricted intercourse, which then existed between the different states of Europe, that, any one should suddenly appear in England, who could prove him to be an impostor, and who could show that so far from his having been the companion of Columbus, he had never crossed the Atlantic in any of the voyages, which he so minutely and so ostentatiously described. There is little doubt, that Cabot was stimulated by the example of Columbus, and falling into the society of some Bristol merchants, whose imagination he inflamed with the most glowing images of the transatlantic riches, the project was laid before the Privy Council, and letters patent, dated the 5th March, were granted by king Henry VII. to Sebastian Cabot, and his three sons, Louis, Sebastian, and Sancius, the conditions of which ran, that they were to "conquer and to settle lands unknown." The geographical position of America was then scarcely known, and its uttermost northern latitude, a problem as yet unattempted to be solved; the maritime enterprises of the English and the French, had been hitherto chiefly confined to those latitudes, which included the Spanish discoveries, and where it was to be more rationally expected that an accession of territory could be obtained, and those settlements established, which might ultimately be taken under the protection of the respective governments, and thereby become the channels of an extensive and lucrative commerce.

The daring conduct, however of these adventurers, excited the animosity of the court of Spain, who made a formal complaint to the different governments of Europe, of which the adventurers in these expeditions were the natural subjects; but the general answer received was, that the men against whom they complained, acted entirely on their own authority and responsibility, and not as the subjects of any prince, and that the king of Spain was at liberty to proceed against them according to his pleasure. We shall shortly see the spirited answer, which Elizabeth gave to

a similar remonstrance on the part of Spain, and which by openly setting at defiance the church of Rome, and its pretended right to dispose of countries not yet discovered, infused a spirit of enterprise into the mariners of this country, which was attended with the most beneficial results to its commerce, and to the promotion of its maritime power.

Cabot arrived in England at a period highly propitious for the undertaking, which he had in view; the expedition under Manson had failed, but without any reference to the great object for which it was undertaken, as an impediment had been thrown in his way, which could not be overcome. The English navigators however, regarded the appointment of Cabot, with great jealousy and distrust, and a memorial was presented to Henry VII. praying him, to bestow the command upon one of his own subjects; but the wily monarch answered, that, as the Bristol merchants had projected the expedition, he had at their solicitation granted his letters patent to Cabot, and therefore they could not then be revoked.

It is by no means unworthy of observation, that although Cabot was actually in the service of Henry VII., and sailing on a voyage of discovery, under letters patent, granted by that monarch; yet according to Ramusio, he gave the fullest information of his proceedings to the pope's legate in Spain, which under the then existing circumstances between the two countries, not only politically but commercially, appears not very favourably to the character of Cabot. According to the above mentioned historian, Cabot is made to say to the pope's legate, that "understanding, by reason of the sphere, that if he should sail by way of north west, he should by a shorter track come into India, he thereupon caused the king to be advertised of his device, who immediately commanded two Caravels, to be furnished with all things appertayning to the voyage, which was as farre as he remembered in the year 1496, in the beginning of summer; he began therefore to sail towards the north west, not thinking to find any other land than that of Cathay, and from thence to turn towards India, but after certaine days, he found that the land ran towards the north, which was

to him a great displeasure. Nevertheless sayling along the coast to see if he could find any gulf that turned, he found the land still continued to the 56th degree under our pole. And seeing that there the coast turned to the east, despairing to find a passage, he turned back again, and sayled downe by the coast of that land towards the equinoctiall (werewith intent to find the said passage to India,) and came to that part of this firm land which is now called Florida."

It may be gathered from the course which Cabot pursued that he entertained some remote suspicion as to where the communication of the Atlantic with the Pacific was to be sought for, but technically considered, a north west passage by the Arctic Regions, as it is now spoken of, was far beyond the imagination of any of the chief navigators of those days; they were as ignorant of the geographical position and extent of the country which is now denominated North America, as they were of the passage round Cape Horn, and consequently they were continually seeking for the communication between the two oceans, in those latitudes from which they were certain to return with disappointment and discomfiture.

Cabot pursued his course directly towards the north west, and the first land which he discovered, was that of Newfoundland, to which he gave the name of *Prima Vista*; this took place in the year 1496, and from one particular circumstance, we are led to infer that he touched at the northern most part of that Island, which is only separated from Labrador, by the narrow straits of Belleisle. The circumstance alluded to is, that he brought home with him three Esquimaux, answering in every respect to the Esquimaux of the present day, and who had then one of their chief settlements on the eastern coast of Labrador, which may be calculated nearly about 2° from the northern most point of Newfoundland. These savages, he says, 'were clothed in beastes skins, and did eat raw flesh, and spake such speech, that no man could understand them, and in their demeanour were like to brute beastes, whom the king kept a time after.'

It is however evident that Cabot was grossly ignorant of the

quarter where the communication was to be looked for, for instead of pursuing his course northwards, and thereby attempting to ascertain the extreme northernmost point of America, round which he might have sailed into the Pacific, he directed his course southwards, and in 1497, he discovered the country now known by the name of the Floridas. The cunning Venetian also discovered that no very great sources of wealth were to be found in the inhospitable clime, and dense fogs of Newfoundland; and although it seemed not to be a matter of any great difficulty so punctually to fulfil one part of his instructions, namely, "to conquer" his newly discovered territory, seeing that there were very few natives to dispute his right of conquest, yet on the other hand, he felt no disposition to follow the other part of his instructions, "to settle lands unknown;" for he looked upon his newly discovered country, as almost upon the verge of creation, and only fit for the residence of wild beasts, and human savages. The wigwam of the Esquimaux presented a sorry contrast with the palaces and temples of the Mexicans, glittering with their burnished gold, which had so enraptured the eyes of the crew of Columbus, and cod fish and seal skins were a poor substitute for the pearls and diamonds, which glistened in the habiliments of the Peruvians. Wealth, and not discoveries, was the chief aim of the Venetian, and having satisfied his cupidity by trafficking in the Gulf of Mexico, he returned to England, with as little knowledge of the existence of a communication between the two oceans as at his departure.

In regard to the discovery of Newfoundland, as claimed by Cabot, it is almost certain that the honour of that discovery does not belong to him, for there is little reason to doubt, that Newfoundland had been discovered by a Portuguese navigator, long before the time of Cabot; and this fact being authentically established, the great fame awarded to Cabot for his northern discoveries, appears to have been undeservedly bestowed. As early as the year 1463, being 33 years before the expedition of Cabot; John Vaz Costa Cortereal, a gentleman of the royal household of Alphonso V., had by order of that monarch, explored the North Seas, and discovered the *Terra de Bacalhaos*,

or land of codfish, which was afterwards called Newfoundland. The lucrative commerce, which was attached to the inexhaustible fisheries of the Newfoundland banks, had attracted the early notice of the Portuguese, and there is even reason to suppose that they had established settlements there, at the close of the fifteenth century. It cannot however be disputed, that a spirit

enterprise existed amongst the Portuguese at that time, which was not to be found in any other European nation; for in the majority of instances we find, that the English navigators were deterred from the prosecution of their discoveries, by circumstances of so trivial and common a nature, that the veriest lubber of the present day, would not deem them worthy of his notice.

If we compare the voyages of the Portuguese at the close of the fifteenth century, with those of the English, even at the close of the sixteenth, how striking the difference appears, as will be evinced by the following enterprise.—In the year 1600, Gaspar, the son of the before mentioned John Cortereal, sailed from Lisbon, and taking a northerly course from the Azores, discovered land in 60° north, to which he gave the name of *Terra Verde*, that is Greenland.

According to his own account, he employed nearly a year in this voyage, during which time, he had discovered between west and north-west, a continent, which had never been visited by any former navigator. He calculates that he sailed coast-wise above 800 miles; but his further progress was impeded by mountains of ice, which so encumbered the sea, that his ship was in danger of being embedded. The continent alluded to by Cortereal, is evidently that which is now known by the name of Labrador, and to which the name of *Corterealis*, was given by the early geographical writers.

In order to substantiate the truth of our former remarks, relative to the comparative courage and perseverance, evinced by the Portuguese and English navigators in their early voyages; we have only to confront the voyages of Gaspar Cortereal, with that of John Davis, which was undertaken to the same latitude, above a century afterwards. The former navigator spent nearly a year in the prosecution of his discoveries, and his progress was

ultimately impeded, by those physical objects which he could not overcome: Davis sails to the same latitudes, and for the same purpose of discovery; he sails in the most beautiful season of the year, spends rather more than two months in the prosecution of his discoveries; is intimidated by a thick mist and adverse winds, and returns to England.

The discovery of the north west passage, however appears to have been the favorite object of Gaspar Cortereal, and encouraged by the discoveries, which he had made on his former expedition, he obtained without any difficulty the consent of Alphonso, to undertake another voyage, and he accordingly sailed from Lisbon in May 1501. A violent storm overtook his ships off the coast of Greenland, which obliged them to separate; one of them directed its course homewards, but that on which Cortereal was on board, was never more heard of.

On the following year Michael Cortereal, sailed with three vessels in search of his brother; two of the three returned, but Michael perished, no tidings ever having been received of him.

Notwithstanding the encouragement which had been given to Cabot, and his gasconading account of the great discoveries which he had accomplished, accompanied with the display of the wealth which he had amassed, the spirit of discovery at the commencement of the sixteenth century, appears to have languished, or which is more probable, the feeble efforts of the former navigators were not crowned with that brilliant success, which was sufficient to attract the attention either of the government of the country, or of those private individuals, whose enterprising spirit might have led them to embark in such speculative expeditions. The first enterprise undertaken solely by Englishmen, to discover the north west passage, was suggested by Mr. Robert Thorne, an opulent merchant of Bristol, who had long resided at Seville, and who had imbibed perhaps in Spain the spirit of geographical discovery. Hakluyt has preserved two papers on this subject, addressed by Robert Thorne, one to king Henry VIII., and the other to Dr. Ley, the king's ambassador to Charles V. In the first, he exhorts king Henry "with very weighty and substantial reasons to set forth a discoverie even to

the North Pole," and he continues, "I know it to be my bounden duty to manifest the secret to your grace, which hitherto, I suppose has been hid." He represents in the strongest terms the great glory and the vast riches, which the kings of Spain and Portugal had acquired by their discoveries in the East and West Indies, and strenuously recommends the king to emulate their fame by undertaking discoveries towards the north. He states in a very masterly manner the high reputation that must attend the attempt, and the great benefits, in regard to the extension of commerce, likely to accrue to the subjects of this country, from the advantageous situation of foreign lands, should the undertaking be crowned with success; which, "he quaintly observes," seems to make the exploring this, the only hitherto undiscovered part, the king's peculiar duty."

Thorne was fully aware that the great danger attending the expedition, might be urged as a very cogent argument against it; and therefore to meet that objection, he, although astronomically incorrect, enlarges upon "the great advantages of *constant* daylight in seas; that men say, without great danger, difficulty, and peril, yea, rather, that it is impossible to pass; for they being past this *little* way which they named so dangerous which may be two or three leagues before they come to the pole and as much more after they pass the pole, it is clear from thenceforth the seas and lands are as temperate as in these parts."

It is evident, that the worthy Bristol merchant may be classed amongst those enthusiasts, who, in the prosecution of any favorite project, turn away from an examination of the obstacles and difficulties, which present themselves in every quarter to frustrate the accomplishment of it, and in the present instance Mr. Thorne expected that the elements would, with becoming indulgence, relax in their natural severity, and enter into an alliance, by which the success of the undertaking could be insured.

Thus in the paper addressed to Dr. Ley, he enters minutely into the advantages and practicability of the undertaking, all of which are very ably and circumstantially exposed, leaving untouched however the many contingencies, by which it was most likely to be defeated. Amongst many other arguments to prove

the value of the discovery; he urges that by sailing northward, and passing the Pole, the navigation from England to the Spice Islands, would be shorter by more than two thousand leagues, than either from Spain by the Straits of Magellan, (the navigation of which however was very little known, as they had been only discovered a few months before Thorne memorialized the king,) or Portugal by the Cape of Good Hope, and further to shew the likelihood of success in the enterprise, he says, it is as probable, that the cosmographers should be mistaken, in the opinion they entertain of the Polar Regions being impassable from extreme cold, as it has been found, they were, in supposing the countries under the line, to be uninhabitable from excessive heat. With all the spirit of the confirmed enthusiast, convinced of the glory to be gained, and the probability of success in the undertaking, he adds; "God knoweth, that though by it I should have no great interest, yet I have had, and still have no little mind of this business, so that if I had faculty to my will, it should be the first thing that I would understand, even to attempt, if our seas northward be navigable to the Pole or no."

The uxorious Henry was at first too much occupied with Wolsey, women, and wine, to pay any attention to the memorial of the Bristol merchant, at length, however a voyage was determined upon, "and two fair ships were equipped, well manned and victualled, having in them divers cunning men to seek strange regions, and so they set forth out of the Thames, the 20th day of May, in the nineteenth year of his reign, which was the year of our Lord 1527." All that we know of the result of this voyage, is, that one of the ships was cast away on the north of Newfoundland, and no record remains of what became of the other.

In 1536 another voyage of discovery to the north west parts of America, was projected by Master Hore of London, "a man of goodly stature and of great courage, and given to the studie of cosmographie." It is remarkable that of 120 persons who accompanied him, thirty were gentlemen of the Inns of Court and Chancery; whence it may be concluded, that the pursuit of science, and gratification of a laudable curiosity were the objects

of this voyage, rather than mercantile speculations. On this subject, we may perhaps be allowed to express our sincere wish, that there were a few more Master Hore's in London, "given to the studie of cosmographie," and who would transport "to the strange regions," a few hundreds of the present gentlemen of the Inns of Court and of Chancery, by which act a most essential benefit would be conferred upon the country.

This enterprise of Hore had a most calamitous termination, unworthy the disinterested motives that gave birth to it, and in some respects, a severe reproach upon those engaged in it. On their arrival in Newfoundland, they suffered so much from famine, that they were driven to the horrible expedient of cannibalism. While gathering roots in the woods for their subsistence, some were treacherously murdered, and devoured by their companions. The captain on hearing of the circumstance, endeavoured to bring back the crew to a sense of their duty, and to teach them resignation, by keeping alive their hopes; but the famine increased, and they were driven to the necessity of casting lots, who should perish. The same night, a French ship arrived on the coast, and the English by a stratagem with which we are not made acquainted, contrived to make themselves masters of the vessel, and returned home. The Frenchmen were afterwards liberally indemnified by Henry VIII., who pardoned the violence, to which necessity had impelled the English adventurers.

In the reign of Edward VI. 1553, an expedition of three ships sailed under the command of Sir H. Willoughby, for the purpose of making discoveries in the northern latitudes. Two of the ships advanced to 76° north, where they discovered the group of Islands, now known as Spitzbergen, but which was then supposed to be a part of Greenland. They prosecuted their voyage to the eastward, when they were shut up in the ice, and Sir H. Willoughby and the crew, consisting of sixty persons, perished miserably of cold and hunger on the eastern coast of Russian Lapland. The remaining vessel passed the north Cape to the eastward, and got safely to the Bay of St. Nicholas, on the Russian coast, being the first British vessel, which had entered those latitudes.

The ships and the dead bodies of those who perished, were discovered the following year by some Russian fishermen, and from the papers found in the admiral's ship, and especially by the date of his will, it appeared that the greater portion of the crew of the two ships were alive in January 1554, having entered the river Arzina on the 18th of the preceding September. The journal of Sir Hugh Willoughby, which, however, is extremely meagre of information relative to the object of his expedition, contains the following brief account of his distressed situation.

"Thus remaining in this haven the space of a weeke, seeing the yeere farre spent, and also very evill wether, as frost, snowe, and haile, as though it had been the deepe of winter, we thought it best to winter there. Wherefore we sent out three men, south south west, to search if they could find people, who went three dayes journey, but could find none. After that we sent out other three westward, four dayes journey, which also returned without finding any people. Then sent we three men south east, three dayes journey, who inlike sorte returned without finding of people, or any similitude of habitation."

In 1566, another unsuccesful attempt was made by Capt. S. Burrow, which was attended with a great sacrifice of life, without the slightest advantage arising from it.

In the reign of Edward VI., some ingenious and enterprising men, began to revive the dormant question of a north west passage round America, to Cathay, and the East Indies. Many sound observations, and not a few questionable, or even fabulous relations were adduced, to countenance the opinion of the possibility of such a passage. Martin Frobisher, a mariner of great experience and ability had persuaded himself, that the voyage was not only feasible but of easy execution; "and as it was the only thing in the world that was left yet undone, whereby a notable mind might be made famous and fortunate;" he persisted for fifteen years in endeavouring to procure the equipment of the expedition.

At length in 1576, by the patronage of Dudley, earl of Warwick, he was enabled to fit out two small vessels, one of thirty-five, and the other of thirty tons, and with this diminutive craft

he had the courage to attempt to explore the navigation of an ocean, where he would have to contend with some of the most appalling dangers, which can befall the mariner. As our adventurers passed Greenwich in their tiny cockle-boats, Queen Elizabeth, who then held her court there, gave them an encouraging farewell, by waving her hand to them from the window. On the 11th July, Frobisher discovered land, which he supposed to be the Friezeland of Zeno; but the land, which he believed to be an Island, was evidently the southern part of Greenland. He was compelled by the floating ice to direct his course to the southwest, till he reached Labrador. Sailing to the northward along this coast, he entered a strait in latitude $63^{\circ} 8'$, which was afterwards named Lumley's Inlet. The Esquimaux in their boats or kajaks, were mistaken by our voyagers, for porpoises, or some kind of strange fish. With one of these "strange infiddeles, whose like was never seen, read, or heard of before," Frobisher set sail for England, where he arrived on the 2nd October, "highly commended of all men for his great and notable attempt, but specially famous for the great hope he brought of the passage to Cathaia." One of his seamen chanced to bring home with him a stone, as a memorial of his voyage to those distant countries, but his wife, throwing it into the fire, "glistened with a bright marquesset of gold." This accident was soon noised abroad, and the gold refiners of London, being called upon to assay the stone, reported that it contained a considerable quantity of gold. Thus the hope of finding gold, again became the incentive to distant voyages and geographical researches.

The queen now openly favored the enterprise, and Frobisher again departed in May 1577, with three ships, one of which was equipped by her majesty. These ships were the Edith, the Gabriel, and the Michael. The expedition consisted of 120 persons, thirty of whom were miners, finers, and merchants; they were victualled for seven months.

Elizabeth adopted a curious method of exploring new lands and by a very ingenious method, made criminals useful to the state, as will appear by the following order, contained in "the instructions to our loving friend Martin Furbusher, gent., for

orders to be observed in the viage now recommended to him for the northwest parts, and Cataia!"

"Item.—In your waie outward you shall (yf it be noe hindrance to your viage,) set on lande upon the coast of Freezland VI of the *condemned persons* which you carry with you, with weapons and victualls such as you may convenientlie spare—and if it cannot be done outward, you shall doe your endeavor to accomplish the same in your returne; to which persons you shall give instructions, howe they maye by their good behaviour wyne the good wyll of the people of that land and countrie, and also to learn the state of the same; and yf you set them aland in your going outwards, then doe your best to speake with them in your returne."

"The above instructions are well worthy of notice, as shewing the reckless manner in which the condemned persons in those days were treated, and making transportation a severe penalty, instead of a premium for vice.

The expedition, according to the instructions, after clearing the northern parts of Ireland and Scotland, is to steer to the Island, called Holl's Island, being in the entrance of the supposed straight, which we named Furbusher's Straight discovered by yourself last yeare."

The next article contains orders, that the vessels be safely moored, and that the miners, finers, and merchants, be conveyed in boats &c., to the place where the mineral ore abounded, in order that they commence collecting it.

While the miners &c., are at work, Sir Martin is to proceed in his survey of the coast, and also to search for mines. He is to conciliate the natives, and to be careful, not to give the least offence.

Item.—We doe not thinke yt good you should bring hither above the number of three, or fower, at the most of the people of that country, whereof some to be old and the other yonge, whom we shall minde not to return again thither, and therefore you shall have great care how you do take them, for avoiding offence to them and the countrie."

Frobisher having sagaciously observed that the ice which en-

cumbers the northern seas, must be formed in the sounds or islands near the Pole, and that the main seas never freezes, steered directly for the Strait where his preceding voyage had terminated, and sought the spot where the supposed gold ore had been picked up, but could not find in the whole Island "a piece so big as a walnut." On the neighbouring Islands however the ore was found in large quantities. In their examination of Frobisher Strait, they were unable to establish a pacific intercourse with the natives. Two women were seized, of whom one, being old and ugly, was thought to be a devil or a witch, and was consequently dismissed. As gold, and not discovery was the avowed object of this voyage, our adventurers occupied themselves in providing a cargo, and actually got on board almost 200 tons of the glittering mineral, which they believed to be ore. When the lading was completed, they set sail homewards, and though the ships were dispersed by violent storms, they all arrived safely in different parts of England.

The queen, and the persons engaged in this adventure, were delighted to find "that the matter of the gold ore, had appearance, and made show of great riches and profit, and that the hope of the passage to Cathaia by this last voyage greatly increased." The queen gave the name of *Meta Incognita* to the newly discovered country, on which it was resolved to establish a colony. For this purpose, a fleet of 15 ships was got ready, and 100 persons appointed to form the settlement, and remain there the whole year, keeping with them three of the ships, the other twelve were to bring back cargoes of gold ore. Frobisher was appointed admiral-in-chief of the expedition, and on taking leave, received from the queen a gold chain, as a mark of her approbation of his past conduct. The fleet sailed on the 31st May, 1578, and in three weeks discovered Friezeland, of which possession was formally taken, and then held its course direct to Frobisher Straits. The voyage hitherto had been prosperous, but distresses and vexations of every kind thwarted the attempt to fix a colony. Violent storms dispersed the fleet—drift ice choked up the strait; one small bark, on board of which was the wooden house, intended for the settlers, was crushed by the

icebergs, and instantly went down; thick fogs, heavy snow, with tides and currents of extraordinary violence bewildered the mariners, and involved them in endless distresses. At length after enduring extreme hardships, it was resolved to return, and postpone to the ensuing year, the attempt to make a settlement in the country. The storms, which had frustrated the object of the expedition, pursued the fleet in its passage homeward; the ships were scattered, but arrived at the various ports of England, before the commencement of October.

This grand expedition ended in the miners, finers, and merchants bringing home a quantity of pyrites, and the South Sea bubble had a prototype in the North Sea gold mines.

Success seems to have deserted Frobisher after his first voyage, which alone indeed had discovery for its object, for when the sanguine expectations to which he had given birth were disappointed, his voyages were looked upon as a total failure, and he appears himself for a time, to have fallen into neglect.

The zeal of Frobisher in the pursuit of north western discoveries, is supposed to have been fostered by the writings of Sir Humphry Gilbert, a gentleman of brilliant talents and romantic temper. When we contemplate the early discoveries of the Spaniards and Portuguese, we see needy adventurers, and men of desperate character and fortune, pursuing gain or licentiousness with violence and bloodshed, and this may be considered as the decided characteristic of all voyages, the aim of which is the accumulation of riches, and not the promotion of science.

The English navigators however, who in the reign of Elizabeth sought to extend our knowledge of the globe, were men of a different stamp, and driven forward by motives of an honourable nature. They undertook the most difficult navigation, through seas perpetually agitated by storms, and encumbered with ice, in vessels of the most frail construction, and of small burden; they encountered all the difficulties and distresses of a rigorous climate, and in most cases with a very distant, or with no prospect of ultimate pecuniary advantage. Sir Humphrey Gilbert was one of those gallant spirits, who engaged in the career of discovery, chiefly from the love of fame and thirst of

achievement. In 1578, he obtained a patent authorising him to undertake western discoveries, and to possess lands unsettled by christian princes or their subjects. In compliance with these conditions, Sir Humphrey prepared in 1583 to take possession of the northern parts of America, and Newfoundland. In the same year, Queen Elizabeth conferred on his younger brother Adrian Gilbert, the privilege of making discoveries of a passage to China, and the Moluccas, by the north westward, north eastward, or northward, directing the company of which he was the head, to be incorporated by the name of "The Colleagues of the Fellowship for the discovery of the north west passage."

The fleet of Sir Humphrey consisted of five ships of different burthens, from 10 to 200 tons, on which were embarked about 260 men, including shipwrights, masons, smiths, and carpenters, besides "mineral men and refiners; and for the amusement of the crew, and allurement of the savages, they were provided of music in good variety, not omitting the least toys, as morrice dancers, hobby horses, and maylike concerts, to delight the savage people, whom they intended to win by all fair means possible." The little fleet reached Newfoundland on the 30th July. It is noticed, that at this early period, "The Portugals and French chiefly have a notable trade of fishing, on the Newfoundland bank, where there are sometimes more than a hundred sail of ships."

On entering St. John's, possession was taken in the queen's name, of the Harbour and 200 leagues every way; parcels of land were granted out, but the attention of the admiral was chiefly directed to the discovery of the precious metals.

The colony being thus apparently established, Sir Humphrey embarked in his small frigate, the Squirrel, which was in fact, a miserable barque of ten tons, and taking with him two other ships, proceeded on a voyage of discovery to the southward. One of these, the Delight, was soon after wrecked among the shoals, near Sable Island, and of above a hundred men on board, only twelve escaped. Amongst those who perished, were the Historian and Mineralogist of the expedition; a circumstance which preyed upon the mind of Sir Humphrey, whose ardent temper, fondly cherished the hope of fame, and inestimable

riches. He now determined to return to England, but as his little frigate, as she was called, appeared wholly unfit to proceed on such a voyage, he was entreated not to venture in her, but to take his passage in the *Golden Hinde*. To these solicitations the gallant knight replied: "I will not forsake my little company going homewards, with whom I have passed so many storms and perils." When the two vessels had passed the Azores, Sir Humphrey's frigate, was observed to be nearly overwhelmed by a great sea; she recovered, however, the stroke of the waves, and immediatly afterwards, the admiral was observed by those in the *Hinde*, sitting abaft with a book in his hand and calling out, "Courage, my lads, we are as near heaven by sea, as by land." The same night the little bark, and all within her were swallowed up in the sea, and never more heard of.

Such was the unfortunate end of the brave Sir Humphrey Gilbert, who may be regarded as the father of the western colonization, and who was one of the chief ornaments of the most chivalrous age of English history.

Whilst these events were taking place in the north, the English were extending their discoveries in the West Indies, where the Spaniards regarded every rood of land as their own, although they had no population to occupy it, and which in many instances they had never seen, until attracted by the news that Europeans had settled in them, on which they went forth to burn, to destroy, and murder.

They also sent their remonstrances to queen Elizabeth on the conduct of the English, but the high minded monarch replied, "that the Spaniards had drawn these inconveniences upon themselves, by their severe and unjust dealings in their American commerce; for she did not understand, why, either her subjects or those of any other European province should be debarred from traffic in the West Indies. That as she did not acknowledge the Spaniards to have any title, by the donation of the bishop of Rome, so she knew no right they had to any places, other than those they were in actual possession of; for that their having touched only here and there upon a coast, and given names to a few rivers and capes, were such insignificant things as could

no ways entitle to a propriety, further than in the parts where they actually settled, and continued to inhabit

This energetic answer, which was followed by the defeat of the Spanish Armada, infused fresh spirit into the English mariners, and several expeditions were fitted out, the chief aim of which, were colonial establishments, and the accumulation of individual wealth.

Notwithstanding the failure of the previous expeditions, and the ridicule which followed the discovery of the golden mines of North America, another expedition to the northern latitudes was fitted out by the merchants of London, the command of which was intrusted to John Davis, a skilful and courageous seaman. He sailed from Dartmouth on the 7th June, 1685, and by the middle of July arrived on the western coast of Greenland, to which was given the name of the Land of Desolation, on account of its cheerless and gloomy aspect. From this coast he stood to the north west, and saw land in latitude of $64^{\circ} 15'$, the air at the time being temperate, and the sea free from ice. This supposed continent however turned out to be a group of islands, possessing a number of good harbours, in one of which Davis came to an anchor, and gave it the name of Gilbert's Sound, in honor of his patron, Mr. Adrian Gilbert, the brother of the unfortunate Sir Humphrey. On the 1st August, Davis stood to the north-west, and on the 6th discovered land in latitude $66^{\circ} 40'$. Here he anchored under a promontory, to which the name of Mount Raleigh was given; the cliffs of which as Davis described "were as orient as gold." Proceeding to the northward an open strait was discovered to the west, from twenty to thirty leagues wide, and its navigation unimpeded by ice. This strait was called Davis Strait, the name which it bears at the present day. Davis now proceeded westward for about 60 leagues, and fell in with a cluster of Islands in the middle of the strait. The navigators however of those days, notwithstanding the ardent spirit of enterprise, for which they have been so highly vaunted by some cotemporary writers, appear to have been disheartened by circumstances, which a Ross or a Parry would have deemed scarcely worthy of their notice. The discovery of a north west passage

was the avowed object of the expedition of Davis, he arrived at Greenland, at the latter end of the month of July, and at the latter end of August, in the finest season of the year, happening to meet with some thick mists, and contrary winds, he determines to return home, and arrives at Dartmouth on the 30th September, after an absence of little more than three months from England.

As an intrepid seaman, Davis is entitled to the highest praise, but there are other and higher qualities requisite, in order to form the character of the commander of an expedition, the principal aim of which is discovery, and especially the discovery of so difficult an object, as that of a north west passage. On his return to England, Davis expressed his firm belief of a free and uninterrupted passage to the westward, although his belief, from the extent of his discovery, must have had nothing but mere conjecture for its foundation. It must be evident from the latitude, which he reached, compared with that of subsequent navigators, that he could not have been warranted in drawing his conclusions of the positive existence of a north west passage, from any knowledge, which he had acquired of the geography of the country, or from any information, which he had obtained from an intercourse with the natives. In one instance he founded his belief of having actually discovered the long-sought passage, from the simple circumstance, of the colour of the sea, in the strait up which he sailed, resembling that of the main ocean; and this alone is sufficient to prove the insufficiency and weakness of the reasons, which he alleged for the existence of a communication in that particular quarter, between the Atlantic and Pacific.

From the favorable reports however which Davis made, and particularly of the great lucrative advantages which would arise, by establishing a brisk commerce with the natives, in peltry the London merchants were encouraged to fit out another expedition, and on the 7th May, 1586, he again sailed from Dartmouth, and directed his course as before to Greenland, where he arrived at the latter end of June. This voyage appears in some respects, to have been attended with a commercial aim, for Davis describes, that the natives came off to him in great numbers, to trade with

him, in seal skins, stags, white hares, and fish. The sailors however could scarcely eradicate the belief from their minds, that the natives were a kind of witches, and that they practised several kinds of enchantments.

It is a rare quality in a traveller, to decline giving the description of any particular object, which he may have fallen in with, from the notion that on account of its extraordinary or wonderful nature, he might be considered as dealing largely in fiction and romance, this however appears to have been the case with Davis. An iceberg, such as is seen in the high northern latitudes, was an object, which had scarcely ever yet fallen under the observation of any former navigator; in fact, the existence of those gigantic accumulations of ice, the base of some of which rests upon the bottom of the ocean, was scarcely known of; Davis however fell in with several of these mountainous masses, but he declines to describe them, on the singular principle, that his veracity might be called in question.

The seamen of those days were not of the race of the Hepburns, who accompanied a Franklin or a Ross, willing however as they might have been to enter upon any enterprise, to which any lucrative advantages were attached. The great accumulations of ice, and other untoward circumstances natural to the northern latitudes, dispirited the seamen of Davis, and it was with the greatest difficulty that he could induce them to continue the voyage northwards. They, however, reached the latitude of 67° north, where they found land trending to the westward; and on running southward to 54° , they fell in with a great number of inlets, where from the appearance of the sea, it being of a greenish colour, their hopes began to revive that they should still meet with the much desired passage. Encountering however some tempestuous weather on the coast of Labrador, Davis bent his course homewards, and arrived in England the beginning of October. It must however be remarked in exculpation of this apparently timid conduct on the part of Davis, that the vessel in which he sailed, was from her burthen by no means fitted to contend with the storms, the fields of ice, and other natural obstacles, which abound in the high northern latitudes, and

when it is taken into consideration, that his vessel was not larger than a common fishing smack, her burthen being only 35 tons; our surprise is not the more excited at the hardihood of Davis, in undertaking so perilous a voyage, in a vessel so totally inadequate for the purpose, than it is at the folly and parsimony of the Bristol merchants, who could select such a vessel for a voyage of discovery, from which her chance of return was far beyond probability.

The preceding voyages of Davis may be considered as decided failures as far as concerns his avowed aim, and it may be further affirmed, that no great essential advantage accrued from either, whether we regard them in a commercial or a geographical character. The countries which he visited, had been discovered long before by Frobisher, and other navigators, and although he unreservedly promulgated his opinion of the existence of a north west passage, yet he did not give a single datum, on which the validity of that opinion was founded, on the contrary, with the knowledge which we possess at the present day, of the geographical situation of the Arctic Regions, and of the countries adjacent to them, we are entitled to draw the inference, that the reports circulated by Davis, of the existence of a north west passage, were wholly built on fiction and conjecture, and not supported by any deductions drawn from his own personal knowledge of the geography of the countries situated between the 65° and 75° of north latitude. It is true, that he had improved his nautical experience, and, therefore, had become more capable of conducting any expedition which might be afterwards despatched for the discovery of the geographical situation of the countries within the Arctic Circle. His previous failures had not in the least dispirited him, nor depressed his hopes of ultimate success, and, accordingly, we find that he succeeded in inducing the merchants to fit out another expedition, and on the 19th May, 1587, he sailed again from Dartmouth with two vessels of greater tonnage, and better equipped for the attainment of his object. He arrived in the middle of June on the west coast of Greenland, along which he coasted, till he reached the latitude of 72° 12'. By currents and contrary winds, he was

driven to the south, and arrived at the strait, discovered by himself on a former voyage, which is now known by the name of Cumberland Strait. He explored this strait for about sixty leagues, and in latitude $61^{\circ} 10'$ he discovered a headland, to which he gave the name of Cape Chidley; and to a promontory, he gave the name of Sanderson's Hope, in honor of the chief promoter of the expedition. We must also award to Davis the rightful claim of having been the discoverer of the Strait, that now bears the name of Hudson, which is but a continuation of the same strait which bears the name of Davis Strait, only extending to a higher degree of northern latitude.

The last voyage of Davis, like his two former ones, did not occupy much more than three months, as he arrived in England, in the middle of September; the merchants however, who had borne the expence of the expeditions, and who, from the sanguine representations of Davis, had flattered themselves, that inexhaustible mines of wealth were to be opened upon them, felt no disposition to undertake another expedition, although the opinion of Davis still remained the same, that a north west passage, actually existed, and that it only required a fortunate combination of circumstances, to accomplish its discovery. The merchants however, were not disposed to run the risk of meeting with that fortunate combination of circumstances, as nothing had yet occurred, which could lead them to believe that it was an epoch very near at hand; consequently Davis was not employed in any subsequent expedition, for the discovery of the north west passage.

The unfortunate issue of all the voyages which had been hitherto undertaken for the discovery of a north west passage, did not operate with that discouraging force, which might have been expected, although it for a time diverted the attention of the English merchants from the plans, which they had formed for a successful competition with the Spaniards and Portuguese, in their commerce, by means of a northern route to India. At the time when the English undertook their northern expeditions, they did not feel themselves competent to contend with the naval strength of Portugal, and there great desire was, in consequence,

to find out some passage, by which they could reach the east, without encountering the fleets of their vigilant and jealous rivals. All the attempts to find a passage by the north west, had proved unsuccessful, and although the belief of the existence of that passage was still strongly prevalent amongst the English navigators, yet neither the government, nor the merchants felt disposed to advance the funds requisite for the equipment of a vessel destined for an undertaking, which, as yet had been attended with positive loss and disappointment. Although the English nation was rapidly increasing in resources, and had been taught, from some recent political events, to know its strength, yet the spirit of discovery, as far as the north west passage was concerned, languished considerably, and the attention of the merchants began to be directed to other quarters, by which the treasures of India could be obtained, and by a route, to which usurpation had not hitherto advanced any claim.

From some obscure allusions made by the Dutch navigators, and by Oliver Brunell, an Englishman, it was conjectured that a north eastern passage might be found to India, and the Dutch, who were then beginning to hold a secondary rank amongst the maritime nations of Europe, resolved to attempt the discovery of it; accordingly in 1594, the United Provinces sent forth an expedition under the command of Cornelie Cornelison, to which William Barentz was attached, as the pilot. Notwithstanding great praise is due to the navigators of that period, for the enterprising spirit which they manifested on many occasions; yet it must be admitted, that, on their periodical returns from their respective voyages, from which, scarcely any benefit resulted, they always brought home with them reports of such a flattering and encouraging nature, that the strongest inducements were held forth to the projectors of the expeditions, to send forth fresh ones, as they were actually led to believe, that they were on the very verge of a discovery, from which inexhaustible riches were to be their reward. Thus Cornelison sailed round the North Cape, and passed the Straits of Waigatz, about forty leagues from which the main land appeared trending to the south east. This favourable omen, added

to the depth and openness of the sea, was considered by Cornelison, so decisive of the existence of a north eastern passage to India, that without prosecuting his researches, in order to ascertain if his conjecture were true, he returned to Holland with the joyful tidings, that the northern maritime nations of Europe had now a route of their own to India, and that the commercial supremacy of the Portuguese in the east, was consequently on the eve of its dissolution.

So confident were the States General in the truth of the report of Cornelison, that they actually equipped a fleet of seven vessels, six of which were laden with merchandise, suitable for the Chinese and Indian markets, and Barentz was appointed chief pilot of the expedition. This fleet, it is true, sailed at an unseasonable time of the year, for on approaching the coast of Nova Zembla, it was found scarcely possible to proceed on account of the accumulation of ice; they however succeeded in passing the straits of Waigatz, and here they learned from the Russians, that in about ten weeks the frost would be so intense, that a passage might be effected over the ice to Tartary. They also learned from the Samoiedes, that in about five days sail to the north east, the land took a south easterly direction, and this was to them a strong confirmation of their hopes, that they should soon arrive at the markets where their merchandise was to be disposed of. The cold however became severe; the weather stormy and wholly unpropitious for any further progress, and the whole fleet returned in safety to Holland, with their cargoes untouched.

The discovery of the north eastern passage appeared therefore to be attended with difficulties equally discouraging and insurmountable, as those which had been experienced in the numerous attempts to discover the north western passage, and the States General in consequence felt no longer disposed to incur the expence of a third expedition. Impressed however with the conviction of the great benefit that would accrue to the country, by the discovery of the north eastern passage; and even if it should fail, that the maritime spirit and nautical skill of the people, would be thereby greatly fostered and encouraged; a proclamation was issued, offering a considerable reward to any one, who

should succeed in discovering a route to China, by a northern passage. This was a bait too tempting for the Amsterdam merchants to withstand, and accordingly they fitted out two ships, the command of which was given to Barentz. He sailed with the fullest confidence of success, and in the early part of June, he had reached so high a latitude, that he had constant daylight; a few days afterwards, he discovered land to the eastward, which by observation was found to be in latitude $80^{\circ} 11'$. It is from this voyage that the Dutch claim the honor of being the discoverers of Spitzbergen; although it is on record that it was discovered by Sir Hugh Willoughby in 1553, he having seen land in latitude 80° , which may be considered as the northernmost point of Spitzbergen. The name of Spitzbergen, or sharp mountains, was given to it by Barentz, on account of the many peaked and snowy mountains, with which that inhospitable region abounds.

The subsequent proceedings of this expedition, form one of the most interesting narratives of perilous undertakings, of hair breadth escapes, and of an accumulation of human suffering, which is to be found on record of any of the voyages, which had been then undertaken for the purpose of discovery in the northern latitudes. Human credulity is often put to the stretch, to attach any verity to the relation, not only of the extent of suffering which the frame of man can endure, before life is drawn from its last hold, but also of the wonderful energy and fortitude, which the human character can display amidst accidents, where death presents itself under the most horrid visitations, with scarcely a single ray of hope to enliven the prospect.

Barentz was a man of undoubted courage and enterprise, but his constitution was not of that iron make, so as to enable him to bear up against those perpetual hardships and privations, which he was certain to undergo in the perilous undertaking in which he had engaged. From Spitzbergen he shaped his course for Nova Zembla, hoping to find a passage to the eastward in a lower parallel than 80° , and early in the month of August he found himself in the latitude of 77° . Strong winds from the eastward here impeded his further progress, and in order to save

his ship from being wrecked, he was obliged to make her fast to an enormous iceberg, which from its gigantic bulk, and apparently resting on the bottom of the sea, he flattered himself would prove a protection against the heavy gales, which came rushing on him from the eastward.

This circumstance, however, is sufficient to illustrate the ignorance which prevailed at that time, relative to the nature of these vast accumulations of ice, or Barentz in the midst of summer, would not have ventured to make fast his ship to one of them, as instead of being his protector, it might prove the immediate instrument of his destruction. The ship had not been twelve hours lashed to the iceberg, when with a violent explosion it burst asunder, breaking into innumerable fragments, and that which appeared the previous moment to be a fixed and durable mass, towering to the skies, was as it were the next moment sunk in the ocean, and scarcely a vestige of its being left, with the exception of some solitary floating masses, which, dashing against each other by the fury of the waves, were splintered into a thousand pieces.

Exposed now to the most imminent danger, Barentz saw himself obliged to return, and after encountering the greatest hardships, he reached Icehaven in latitude $73^{\circ} 50'$. He had profited very little by the experience of the English navigators, who had preceded him in their attempts to explore the Arctic Regions, and he consequently committed the fatal error of seeking an inland harbour, instead of keeping as much as possible to the open sea, where in proportion to its depth the danger is less, of being imbedded in the ice. On reaching Icehaven, the ice against which they had been for some time contending, closed in upon them, without the slightest chance of extricating themselves.

The ship had not been victualled, nor otherways prepared for such an unexpected occurrence ; and the crew, which now consisted of only seventeen persons, saw before them the dreadful prospect of passing the winter in this inhospitable spot, with a scanty supply of provisions, and utterly unprovided with any of those necessaries, which were requisite to protect them from the

extreme severity of the cold. Fortunately for them the shores abounded with drift wood, which furnished them not only with a supply of fuel, but also with the materials for the construction of a house, in which they could pass the dreary winter which was before them. Bereft of the slightest hope of emancipating themselves from their dreadful situation, they prepared to meet the difficulties and privations which awaited them, with proper resignation, although the prospect of many long cheerless months of utter darkness, independently of their personal sufferings, was sufficient to strike despair into the most courageous breast, and to induce that indifference of a prolongation of life, which is the usual attendant on accumulated sufferings. It was not however solely with the rigor of the climate that they had to contend, but they were obliged to keep a strict and continual watch against being surprised by the bears and foxes, which may be said to be the only inhabitants of the dreary scene; in fact, the imagination can scarcely conceive a situation more horrible than that to which Barentz and his hardy crew were exposed. Darkness and desolation were around them, enveloped in the densest fogs, they appeared as if they were shut out from the world, and driven, as it were, on the very verge of creation, to linger out the remainder of their life under a combination of the most horrible sufferings.

In the early part of November the last ray of the sun ceased to illuminate these desolate regions, and with it, they felt as if they had bidden adieu to the last source from which any comfort was to be derived. The cold now set in with an intensity too severe for endurance, and to increase their sufferings, their wine and beer were frozen, by which they were totally deprived of their strength. By means of the drift wood, they were fortunately enabled to keep up large fires, but the collection of that indispensable material was attended with the greatest pain and danger. A bear would often rush upon them from a mount of ice, which had concealed the animal from their view, for so great were the boldness and audacity of these ferocious brutes, that they would fearlessly assault the wooden hut, although many of them paid the forfeit of their life for their temerity. The skins

of these animals proved of essential service to the mariners; with the fat they supplied their lamps, and on an emergency they could make a meal of the flesh, although its extreme rankness was highly offensive and disgusting. The flesh of the foxes was however by no means unpalatable, and a great number of these animals were caught in traps, set on the top of the house; the skins were converted into clothing and bedding, and were the effectual means of saving the crew from being literally frozen to death. It is a remarkable circumstance that the foxes and bears seldom appear in the country at the same time; the bears migrate to other quarters, with the departure of the sun, when the foxes appear in great numbers, and follow their natural avocation of rapine and plunder.

One of the most interesting incidents attending their dreary sojourn in their gloomy habitation, was, that although afar from all human converse, and suffering under privations sufficiently severe, to check every ebullition of mirth, the crew still forgot not to celebrate the respective holidays as they came round, to pledge the cup to those far away, and to whom their return was a matter of doubt and uncertainty. The customary fare smoked not indeed upon their Christmas table, but in hearty mirth and glee they ushered in the coming year, and surely no men had ever greater reason to look back upon the past without regret, or to look forward to the future with hope. It must, however, been a scene fraught with the deepest interest and curiosity, to have viewed their jollities on twelfthday, when their cake was a pile of biscuits, and the crew sat round their rudely fashioned table, in their respective characters; the gunner appearing as the King of Nova Zembla, and the Queen only distinguished from her subjects, by a white handkerchief tied round her head. In this manner they cheated misery of some portion of its poignancy, and, although in the midst of desolation, a beam of mirth still broke in upon them, and in imagination lighted them to the merry scenes of their country, and their homes.

It was on the 27th January that the crew were exhilarated by the re-appearance of the sun, and with it also returned their most

ferocious enemy, the bear. The weather was however too boisterous and inclement to admit of any operations being executed, in order to effect their emancipation from their icy imprisonment, but with the advance of the season, and the increase of the solar power, they looked forward with the most joyous expectation for a termination of their sufferings. Dreadful however was the certainty, which now burst upon them, that their ship had received so much damage from the pressure of the ice, and its protracted exposure to the rigour of the climate, that every prospect must be abandoned of again taking her to sea, as no personal exertion, under their present disheartening circumstances, accompanied also with a total want of the necessary materials for repair, could ever place the ship in a condition to effect her passage through the ice, or to contend against the storms which prevail in the northern latitudes. Under this trying dilemma, their only chance of delivery from impending death lay in their boats, but these also stood in need of repair, and even then it became a matter of the greatest doubt, whether they could be made sufficiently seaworthy, as to stand the wear and tear of the floating ice, and other obstacles, which they would have to surmount. The boats however were their only resource in this alarming emergency, but it was the beginning of June before they could commence the repair of them, and on the 13th, their task was so far completed, as to enable them to commence the operations for their departure. Previously to quitting their desolate habitation, Barentz drew up a statement, which he committed to writing, of the misfortunes and sufferings, which they had endured, adding a list of the names of the crew, and other particulars, which, on the supposition of their inability to effect their passage homeward, or their being totally lost, might be the means of conveying to their country some intelligence of their melancholy fate. This written document he deposited in the hut, and on the 14th June they left Icy Haven; a faint gleam of hope cheering them on, but fear and despair holding dominion over them.

The health of Barentz had been for some time on the decline, disease preying upon a frame already exhausted by fatigue

and anxiety, still it was hoped, that as they approached the more southern latitudes, some symptoms of convalescence might exhibit themselves, and that his life would be prolonged until they reached some settlement, where medical assistance could be obtained ; their hope however was not destined to be realized, daily his decline was visible, and in 12 days after the departure from Icy Haven, he died, to the great affliction and regret of his whole crew, who placed the most unbounded confidence in his nautical skill and experience.

History furnishes numerous instances of long voyages having been performed on the sea in open boats ; even the early navigators ventured across the Atlantic, in boats not exceeding 10 tons in burthen, but there is not one on record, stamped with such an extraordinary character as the present, in which two small boats ventured to navigate the frozen ocean, subject every moment to be crushed to pieces between floating masses of ice, and the crew by day and by night, for upwards of forty days, exposed to all the extremities of cold, fatigue, and famine. It has been computed that these two boats navigated nearly 1200 miles, before they arrived at Cola, where they found lying three Dutch ships, in one of which the crew embarked, and arrived safely in Holland in October 1597.

We have hitherto seen that in the discovery of the north west passage, England has stood alone in the attempt, and although every expedition had been as yet unsuccessful, yet the belief was still prevalent that the passage did exist, and that it only required skill and perseverance to accomplish its discovery. The English and Dutch, at the close of the sixteenth century were too deeply involved in hostilities with Spain, to bend their attention to the prosecution of foreign discoveries, and particularly to one which had been as yet accompanied with nothing but loss and disappointment. The minor maritime powers of Europe urged on by a spirit of commercial rivalry began gradually to emerge from the supineness in which they had indulged, and taking advantage of the temporary check, which the spirit of discovery had received in England, they determined to profit by the discoveries, which had been already made in the

northern parts of America, thereby hoping to be the first in arriving at the goal, although they might have been the last to start.

Amongst the lesser powers, the Danes began to rear their head, and to cast a wistful look towards those commercial advantages, which would accrue to them from the discovery of the north west passage, and for the accomplishment of which their geographical situation so well fitted them. Accordingly in 1605, the king of Denmark caused an expedition to be sent out, for the ostensible purpose of exploring the coast of Greenland, the command of which was given to Admiral Lindenau, but the majority of the officers were English, amongst whom James Hall acted as chief pilot. The result of this voyage was the discovery of some good sounds, bays, and rivers, as high as 69° , but here the crew became mutinous, and after having according to the example of Elizabeth put two Danish malefactors on shore, Hall returned to Denmark, where he found that his admiral had arrived before him.

Although the existence of the golden mines of Greenland had been disproved by an assay of "the glistening metal" which Frobisher had brought to England, yet the belief that not only gold, but silver was also to be found in that country, was so strongly impressed on the general opinion of the Danes, founded on the authority of Hall and of Knight who accompanied him, that the former had not long returned from his first expedition, than he was appointed to the command of four small vessels, the object of which, was not so much the discovery of lands unknown, as the discovery of mines of gold and silver, with which the voyagers were to return as the monopolists of so lucrative a branch of commerce, and the founders of their future fortune. The following remark of Hall cannot but excite a smile, for on his arrival at Cunningham Fiord (Bay) he says, "*they all landed to see the silver mines, where it was decreed, we should take in as much as we could.*" Not finding however, any to take, they resolved to carry home with them some production of the country, and therefore they seized upon five Esquimaux, with whom they returned to Denmark, where they, doubtless appeared as miserable substitutes for the expected cargo of gold and silver. In the following year, Hall sailed again to Greenland, but the

crew mutinied, and obliged him to return. In 1612, he was employed on an expedition to Greenland, projected by some English merchants, but touching on that part of the country, from which he had taken the five Esquimaux in his second voyage, he was recognized as one of the perpetrators of the act, and a native stabbed him in the side with a dart, of which wound he died shortly after.

Amongst the companions of Hall, was John Knight, who contributed not a little to inflame the imagination of the Danes, with the inexhaustible riches of the gold and silver mines of Greenland, and who was consequently thought worthy by the company of Muscovy merchants of London, to command an expedition for the avowed purpose of discovering the north west passage. He accordingly sailed in 1606, and on reaching the coast of Labrador, his little barque was so incumbered with ice, that he took refuge in a small bay, where it was his intention to haul his vessel ashore, in order that she might undergo the necessary repairs. Shortly after his landing, he made an excursion into the country, in order to examine the interior, as the existence of the silver mines was still predominant in his imagination, and in some degree, he had been able to keep his crew to their duty, by the pictures, which he laid before them of the enormous riches, which they were on the point of accumulating. From this excursion, however, Knight never returned, and from the circumstance of the crew being subsequently furiously attacked by the natives, the conclusion was drawn that he, and his whole party had been massacred. After repairing their vessel, the crew bent their course towards Newfoundland, and after encountering numerous hardships and difficulties, they arrived in safety in England.

Thus the merchants of England saw themselves defeated in every attempt, to obtain a participation in the Indian commerce, by either a north western or a north eastern route; but still their hope was not wholly extinguished of succeeding in the attempt, as the difficulties, which had hitherto arisen, were to be attributed more to the ignorance of the navigation of the northern latitudes, and the relative situation of the adjacent countries,

than to the actual impossibility of discovering where the passage was to be found. All the navigators had hitherto directed their course in an eastern or western direction, and it was therefore determined upon by the merchants of London, to send out an expedition on an entirely different route, and to attempt to discover a passage by sailing directly across the north pole. The failure of the former expeditions, had been in some degree attributed to the command of them being intrusted to men who, although celebrated for their nautical skill, as far as the simple navigation of a vessel extended, were yet manifestly deficient in that enlarged science, which ought to characterize the commander of an expedition, the avowed aim of which was discovery.

Acting under this impression, the projectors of the expedition, selected Henry Hudson as the commander, a man who to considerable science, combined the courage and intrepidity of his profession. On the 1st of May 1607, he sailed from Gravesend in the small barque called the Hopewell, having a crew of only ten men and a boy. The first land he made was Greenland, from which he directed his course to Spitzbergen, which he made in latitude 78° . Having navigated as high as 80° , and the season being far advanced, he directed his course homewards, and arrived in the Thames on the 15th September.

Although the result of this expedition was by no means promising, nor even satisfactory, yet Hudson sailed the following year on another expedition, the aim of which was the discovery of a north-eastern passage. In this attempt however he also failed and returned home on the 26th August.

Amongst the virtues which distinguish the English character, that of perseverance in a good cause, may be considered as one of the most conspicuous, and perhaps in no case has it been more strikingly displayed, than in the many attempts which were made to discover the north west passage. Expedition after expedition had been sent out, and each returned with the same unfavourable results, accompanied with the severest disasters and death. Hudson, whose character as a skilful and scientific navigator, was in these times of the highest rank, had twice sailed on a voyage of discovery, without increasing in any con-

siderable degree the stock of knowledge of the geographical situation, or extent of the countries which he had visited. Relying however upon his superior science, and the favourable reports which he made, the former projectors of his expeditions determined upon fitting out another, and the command was accordingly given to Hudson. It is however remarkable, that although the failure of many of the preceding expeditions, had been attributed to the smallness of the vessels employed on the occasion, from their total incompetency to contend against the fields of ice, through which they had to make their way, yet in the present instance, a tiny vessel of only fifty five tons, was equipped with provisions for only six months, and with these inadequate means Hudson sailed to navigate an ocean in which the most appalling dangers confronted him on every side.

For some time success appeared to smile upon him; he sailed through Frobisher's Strait, where he had to contend with contrary winds, and vast accumulations of ice. Persisting however in a western course, he arrived at the north-western point of Labrador, which he named Cape Wolstenholm, near to which he discovered a cluster of Islands to the nearest head-land, of which he gave the name of Cape Digges. The land was here observed to have a southerly direction, and the heart of the intrepid mariner was cheered with the hope, that the object of his voyage was obtained, as a great open sea stretched itself before him, which he flattered himself might be the long sought for channel into the Pacific. Here however the narrative of the unfortunate Hudson terminates, and the subsequent part is only to be gathered from the spurious and doubtful testimony of Abacuk Pricket, one of the mutineers.

For some time a spirit of discontent had manifested itself amongst the crew, but it had not yet broken out into open rebellion. From Purchas' Pilgrims we learn, that Hudson with the view of befriending a young man of the name of Green, who had shown a predilection for the sea, took him under his protection, and from the respectability of his connexions, he was led to believe that he should find in him a youth of integrity and honor. For the purpose of exonerating him from the duty of the ship,

he appointed him to be his clerk, made him the companion of his cabin, and treated him in every respect, as if he were his own son. The ship had been above three months threading a labyrinth of ice, and navigating in channels of great intricacy and danger, when finding it impossible to proceed, they hauled the ship on shore, and in about ten days afterwards the ice formed an impassable barrier around them. With the view of encouraging his crew, Hudson proved to them that they had sailed above a hundred leagues farther than any former navigator, and that with the breaking up of the ice, he had the most confident hope of succeeding in the object of his expedition: provisions however began to fall short, and Green insidiously fomented the discontent, to the destruction of his generous benefactor and friend. During the early part of the winter, the white partridges were killed in such abundance, as to annul any fear of suffering from actual want. These birds however, from the constant annoyance to which they were subject, migrated to a distant quarter, and the subsistence of the crew now depended upon the swans, geese, ducks, and other wild fowl, which visited their place of abode in great numbers, but which could not be killed with the same facility as the partridges. This resource even at last failed them, and the crew were obliged to live on moss and frogs.*

On the return of the spring the ice broke up, and the crew now found a supply of food from the fish, which they caught in large numbers, but this resource soon failed them, and the murmurs of the crew became deep and loud. Hudson perhaps foreseeing that it would be impossible to quell the agitation of his crew, so long as they were in an inactive state, made the necessary preparations for his departure, and with tears in his eyes, he distributed to the crew the stock of provisions that remained which was barely sufficient for fourteen days.

It was on the 21st June that the conspiracy broke out, and poignant indeed were the feelings of Hudson, when he found that Green was at the head of it. It was the plan of Green and

* We have given this statement on the authority of Purchas, but it carries with it its own refutation, as the frog is an hibernating animal, and could not be taken in the depth of winter but in its torpid state.

the other conspirators to turn the captain and the sick adrift, by which a greater quantity of provisions would fall to their own lot. So well organized was the conspiracy, that the conspirators bound themselves by an oath, which ran as follows, "You shall swear truth to God, your prince and country; you shall do nothing but to the glory of God and the good of the action in hand, and harm to no man." This oath being taken by all the conspirators, Hudson was seized and bound, and with the sick and maimed, was lowered into the boat, making altogether nine persons. The provisions which was given them were scarcely sufficient for two days maintenance, consisting of only a small quantity of meal; but they were provided with a fowling piece, some ammunition, and an iron pot, in which to cook any victuals that might fall in their way.

In this melancholy situation, with nothing but a slow and horrible death before them, the towing rope was cut, and the boat went adrift amongst the floating ice, in a situation in which death awaited them every moment. Vain was the hope of Hudson to fall in with a ship, which could rescue him from his perilous condition; and from the treatment which the natives of the country had received from former navigators, who instead of conciliating them by presents and other acts of kindness, had frequently kidnapped several and carried them away with them—it was considered as throwing themselves into the hands of their murderers, to land upon any part of the coast. Of the manner in which the brave Hudson, and his unfortunate companions met their death, no information was ever received; it was however ascertained, that the mutineers no sooner saw the boat with their late captain in it out of sight, than they quarrelled amongst themselves as to the course which they should pursue. They seemed to be aware of the consequences which would follow them were they to return to England; and Green, who was elected to be their captain, determined to keep the sea, until he had the king's seal to show for his safety. On their arrival at Cape Digges, Green went on shore, and in a quarrel with the natives was killed. The sufferings of the mutineers were now so great that they were compelled to eat their candles, and to fry the

skins and crushed bones of the fowls, which with a little vinegar is reported to have made "a good dish of meate." Robert Iver the second of the mutineers, died of actual want, and the remainder of the crew reached Galloway in Ireland, in safety.

The report of the discovery by Hudson of a great sea to the westward of Cape Wolstenholme, was considered by the English merchants as strongly indicative of the existence of the north western passage, and in order to determine the outlet of that sea, an expedition was fitted out, the command of which was given to Capt. (afterwards Sir Thomas) Button. It may appear contrary to prudence and sound judgment, to have accepted in this expedition, of the services of two men, who were implicated in the mutiny, by which the unfortunate Hudson lost his life; but their well known skill and experience in the navigation of the northern seas, seemed to operate as an equipoise to the criminality of their former conduct, which they succeeded in convincing their employers was more forced upon them by the threats of their companions, than the actual result of their own cruel and perfidious dispositions. The names of these men were Pricket and Bylot, the latter of whom bore the reputation of being one of the most skilful pilots of his time, although in other respects bereft of any of the advantages of even a common education. This expedition sailed in 1612, the names of the vessels being the same as those which were under the command of the celebrated Cook, in his last voyage—the Resolution and the Discovery.

Capt. Button shaped his course direct for Hudson's Straits, with the view of penetrating into the great open sea as described by Hudson; continuing in a westerly course, he fell in with the main land of America in latitude $60^{\circ} 40'$, to which he gave the name of *Hopes Checked*. Finding his passage impeded to the westward, he bent his course southward, and in latitude $57^{\circ} 10'$ discovered a river, to which he gave the name of Nelson's River, and where he determined to pass the winter; the cold however became so intense, that many of the crew died, and the remainder were supported through their sufferings, and prevented from yielding themselves up to despair, solely by the judicious and able conduct of their captain. He diverted their minds from

dwelling on the misery and privations which they were undergoing, by proposing to them questions on navigation and geography, and by thus blending amusement with instruction, he kept their spirits from drooping, whilst he was continually cheering them with the prospect of a speedy termination to their sufferings. As the spring advanced, game became more abundant, and so numerous were the white partridges, that it was computed that above twenty two thousand were killed and consumed by the crew.

On the disappearance of the ice in April, Button launched his vessels, and bent his course northward, sailing along the western coast of Hudson's Bay, as far as latitude 65° , where he fell in with a number of islands, to which he gave the name of Mancel's Islands, but which are now laid down in the charts as Mansfield's Islands. This may be considered as the utmost boundary of Sir Thomas Button's discoveries, for after passing a few days in the vicinity of Mancel's Islands, he directed his course homewards, passing Cape Chidley, and after a very quick passage arrived in England, at the close of the autumn of 1613.

Button was certainly the first English navigator, who reached the eastern coast of America, on the western side of Hudson's Bay, and it may be added that there is, perhaps, scarcely any navigator, who conducted his expedition with greater skill and judgment than Sir Thomas Button, it is also much to be regretted that no history was ever published of his voyage, on which account much is left to conjecture as to the real issue of it, and to the actual extent of his discoveries. An old and very interesting letter from Sir Thomas Button, to Lord Secretary Dorchester has lately been discovered by Mr. Lemon, in the State paper office, in which no doubt is expressed of the possibility of making the north west passage. This curious document is as follows:

"First, whether there be any likelyhood or probalitye to compass the design—yea or noe. To that I answer that my opinion is nowe as it ever hath bin, since my return from thence, and as I then delivered it, with the particular reasons of it, to my most royall Master, of most famous memorye, that there was

Kinge James, that beinge undertaken in a fitting waye, and a dewe season I made, and doe make, as full account of the feasibilityes of it, as I doe of any knowne chanell that is best knowne to us in these Norther partes, and to be performed with as little dainger, and was soe approved by His Matie to be; who inforst as manye, and as important questions, for his owne satisfactions, as if all the best experienst marriners of the Christian World had convented themselves togeather, to have drawne the intergatories. The same reasons have I delivered to many most honorable and knowinge persons, and to our best Mathamaticians, as Mr. Briggs, Mr. Wells, and others, with all the best masters and mariners of our Kingdome, as alsoe to others, both Hollanders and French; and in my discourse with any one of them all, they never went unsatisfied from me, of the probabilitie of it; and for farther accompt herein att presentt, I can give non; but if my journall, or any other my notes or papers (with ought els in me) may give His Matie any farther or fuller satisfaction, when I waight on His Highness, which I hope will be much sooner than is fitt for them to advaunce (for to sett out too tymelye, is to faule too soone into that danger, that too late a repentance cannot heale them out on) I will doe my best, out of my auld experience, to affurther the good of it, and prevent the evells and inconveniencies that pretendinge men, of little experience, or not att all, may suddenly bring uppon it;—for I will bowldlie saye, that whoe shal be fitt to have the manedginge of this unparaleld busines, ought first to be soe religieuse, as to hould his end the happiest, that dyes for the glorie of God, the honor of his Kinge, and the publique good of his Countreye; all which, in this designe, have their severall and perticuler interest; and therefore he must not looke backe for feare of the dainger of either unknowne coastes, hideouse stormes, darke and longe continewed mistes, to lye amonge and all wayes to see more landes and islands of Ice, than he can see of sea, and oft tymes rocks under him in sight, when he shall, within thrice his ships lenght, fynde twentye fathom water; and to incounter this, under favor, must he be well armed, that shall undergoe this busines; for thrice sithence my beinge there, hath it bin

attempted, and for ought I here, little, or rather I may bouldlye saye noe advauncement given to the busines; therefore there cannot be too much curiositie used, to put it into a good and choise hand; which I will heartilye praye may be most happilye lighted on; for wee live not in the adge to fynde, that they are the most perfitt, which makes the gloriosts shewe.

In consequence of these sanguine expectations entertained by Sir Thomas Button, his relation Capt. Gibbons, was despatched in 1614 in the *Discovery*, in search of the north west passage, but he encountered so many impediments, arising from adverse winds, fogs, and ice, that he returned without having made any discovery worthy of being recorded.

Although every attempt to discover the north west passage, had hitherto failed, and attended with circumstances sufficiently disheartening, to deter even the most sanguine from the prosecution of the enterprise; yet it was generally admitted that our geographical knowledge had been considerably enlarged, and that a channel had been opened for the establishment of a particular branch of commerce, which had hitherto in a great degree, been confined to our intercourse with the Russian ports. The merchants of London perceived that a wide field was open for their commercial operations, in trafficking with the natives of the northern countries of America for their peltry; and with the ulterior view of establishing that commerce, and enlarging our geographical knowledge of the countries bordering on the strait, which was known by the name of Hudson's Strait, keeping at the same time the discovery of the north west passage, as one of the principal objects in view; they determined to fit out the ship *Discovery*, for a fourth voyage, giving the command of her to the uneducated Bylot, but fortunately appointing William Baffin as his mate.

This expedition sailed in 1615, but the result by no means answered the expectations of the projectors of it; indeed in a geographical point of view, a very slight addition was made to the knowledge which previously existed, although it should be mentioned that it is the first voyage on record, in which a method is laid down for determining the longitude at sea, by an observation of

the heavenly bodies. In the neighbourhood of Resolution Island. Baffin saw the sun and moon at the same time, and availed himself of this circumstance to make an observation for ascertaining the longitude. On this subject, he observes with much justice, "if observations of this kinde, or some other were made at places far remote, as at Cape Bona Speranza, Bantam, Japan, Nova Albion, and Magellan's Straits, I suppose we should have a truer geography than we have." The expedition returned to England in the month of September, without the loss of a man.

Although this expedition was not distinguished by any discovery of importance, yet the projectors of it were so well satisfied with the zeal and skill displayed by those, to whom it was entrusted, that they fitted out the same ship for a fifth time, and Bylot was again appointed master, and Baffin, pilot. It however appears that Baffin raised some strong objections to being employed in this expedition, and no surprise need be entertained when the inadequacy of the means is considered, compared with the dangers and difficulties which he had to surmount. The crew consisted of only seventeen men and a boy; the vessel was of too diminutive a burthen to withstand the shocks to which she would inevitably be exposed in her passage through the ice, and of the almost fatal consequences of which, he had experienced several instances in his former voyage. In Purchas we find the instructions which were given to Bylot and Baffin, and they are certainly drawn up with great clearness and judgement.

"For your course you must make all possible haste to the Cape Desolation, and from thence, you William Baffin, as pilot, keep along the coast of Greenland, and up *Fretum Davis* until you come toward the height of 80° , if the land will give you leave. Then, for feare of inbaying by keeping too northerly a course, shape your course west and southerly, so farre as you shall think it convenient, till you come to the latitude of 60° , then direct your course to fall in with the land of Yedzo about that height, leaving your farther sayling southward to your own discretion, according as the time of the year and the windes will give you leave. Although our desires be, if your voyage prove so prosperous

that you may have the year before you, so that you go so farre southerly as that you may touch the north part of Japan, from whence or from Yedzo, if you can so compasse it without dangers, we would have you to bring home one of the men of the country, and so God blessing you with all expedition to make your return home again."

It was on the 26th March 1616, that the Discovery sailed from Gravesend, and after a prosperous voyage across the atlantic, they reached Davis' Strait, and came to an anchor in a sound, in latitude $70^{\circ} 20'$. An attempt was made to enter into a friendly communication with the natives, but rather than commit themselves into any intercourse, they made a precipitate flight, leaving even their dogs behind them, in which a great part of their riches is made to consist; for, without these useful animals they would be unable to travel to their different fishing stations, or to transport themselves and families to their distant locations. From some gestures and exclamations which the natives made, pointing constantly to the Sun, it was conjectured that the opinion rested in their mind, that the strangers had dropped from that luminary, and that their visit boded no good to them. They appeared to be in a wretched state of indigence, living chiefly on seals flesh, which they devoured in a raw state.

As the summer advanced the ice began gradually to disappear, and Baffin, determined to keep a northerly course, but at midsummer the cold was so intense, that the sails and ropes could not be handled, on account of their frozen state. As they approached the latitude of 75° , the ice had disappeared, and their hope of success was strongly excited when they saw before them an open sea, the navigation of which appeared to be free and uninterrupted and leading perhaps directly into the Pacific. Meeting with some tempestuous weather, they were forced into a sound, in which the whales were so numerous that it was named *Whale Sound*. Sailing from this sound, they took refuge in another inlet, which extended northward to 78° , and to which they gave the name of *Sir Thomas Smith's Sound*. Speaking of this sound Baffin says, "It is admirable in one respect, because in it is the

greatest variation in the compass of any part of the world known, for by divers good observations, I found it to be above five points or 56° varied to the westward."

In pursuance of his instructions, Baffin directed his course in a south westerly direction. and to his great mortification soon made land at the entrance of a sound, to which he gave the name of *Alderman Jones's Sound*, and proceeding still further westward, he discovered in latitude $74^{\circ} 40'$ another great opening, which was named *Sir James Lancaster's Sound*. The hope of the discovery of the passage was now considerably diminished, for Baffin began to suspect that he was only sailing in a large bay, on the boundaries of which some good harbours might be found, but which might not contain any inlet, or strait which led into the Pacific. In many places the shore now became inaccessible from ice, and which, on their approach southwards, appeared rather to increase than to diminish; having sailed down to the latitude of $65^{\circ} 40'$, and the barrier of ice still increasing, all hope of effecting the passage was abandoned; several of the crew were disabled by sickness, the scurvy having appeared amongst them, and it was therefore determined to direct their course for Greenland, where such herbs could be gathered as would check the progress of the disease. Having remained there some time for the recovery of the crew, they left on the 6th August, and arrived at Plymouth on the 13th September, "for which, says Baffin, and all other blessings, the Lord make us thankfull."

The extreme severity of the climate, superadded to the dangers of the navigation, and the risk of perishing by famine during the winter months, deterred the majority of navigators from prosecuting the discoveries in the north west; and indeed, the last voyage of Baffin seemed conclusive of the impracticability of effecting a passage round the north of the American continent, although some were still sanguine enough to believe that the passage could be found, provided the attempt were made at a proper season of the year, and in a higher latitude than that which had been hitherto explored. The English merchants considered that they had been imposed upon by the favourable reports, which had been successively promulgated by the different

navigators, who had been employed by them in the north western discoveries, as not the slightest benefit had accrued to them individually, and their patriotism was not of that exalted character, as to induce them to incur the expence of an expedition for the mere purpose of solving a geographical problem, or of discovering a sound or river, which presented no other advantage than offering a harbour, where their ships could lie snugly frozen in, with perhaps a very remote chance of ever being able to navigate the ocean again.

Fifteen years had elapsed since the expedition of Baffin, during which interval, the discovery of the north west passage was treated as one of those chimeras, which had started into the head of some visionaries, without the slightest chance of its realization.

It must however, be acknowledged, that although disappointment had attended every attempt to discover the wished-for passage, yet that the attention of the country, had been thereby drawn to some great commercial undertakings, amongst which may be enumerated, the establishment of the Hudson's Bay Company, and the Greenland Whale Fishery. Still however, the spirit of discovery was not wholly extinct in England, although it might have lain for some time dormant, for in 1631, Capt. Fox, who to make use of his own words "had been itching after northern discovery, ever since 1606, when he wished to have gone as mate to John Knight;" obtained from Charles I., the loan of one of his ships, for the avowed purpose of exploring the arctic regions, and discovering the north west passage. As this expedition was fitted out under the auspices of government, the commander was supplied with many scientific instruments, with the history of all the discoveries of his predecessors, and with an autograph letter of the king to the emperor of Japan.

Fox, in regard to his personal character, was not well fitted for the commander of an expedition, in which an indulgent and conciliating disposition towards the seamen was requisite, and their esteem and attachment were to be gained by affability, and a scrupulous attention to their wants and necessities. He was by no means deficient in natural courage, but the conceit

was impressed upon his mind, that he was eminently superior in nautical skill and mental acquirements to any of his predecessors. His very language partakes of this latter trait in his character, for in the history of his voyage "he admonishes the gentle reader not to expect here, any flourishing phrases, or eloquent terms; for this child of mine, begot in the north west's cold clime, where they breed no scholars, is not able to digest the sweet milk of rhetoric."

Fox never reached a higher latitude than 66°, for his progress up Hudson's Strait was greatly impeded by the ice, although in size, the masses were "never bigger than a large church." He claims to himself the honor of being the discoverer of an island, to which he gave the name of Sir Thomas Rowe's Welcome, and where he found the burying places of the natives. The corpse appears to be deposited generally with the head to the westward, in a kind of coffin, made of loose plank, and placed upon a platform of drift wood, which is sometimes raised to the height of two feet. With the bodies were deposited bows, arrows, and other warlike instruments. A double tent of spars of drift wood, put together closely, is erected over the coffin as a covering, to secure the body from the depredations of the foxes, bears, and wolves. The rapacity however of these animals, enables them in a short time to break through this feeble protection, and not a vestige of the corpse is then to be found. In some instances the coffin and planks are omitted altogether, and the corpse then rests simply on the drift wood.

Fox returned to England in the month of October, full of conceit of the discoveries which he had made, and of the great and noble actions which he had achieved, at the same time boasting "that he had not lost one man nor boy, nor any manner of tackling having been forth near six months, all glory be to God." It did not however escape observation, that the pride of Fox was wounded by the unfavourable issue of the voyage, although he modified his chagrin, by declaring that he had contributed very largely to the discovery of the north-west passage, in having been the discoverer of the island which he had named Sir Thomas

Rowe's Welcome, and where he expressed his firm opinion that the passage would ultimately be found.

In almost all the expeditions, which had been fitted out for the prosecution of the northern discoveries, the merchants of Bristol appear not only to have been the chief projectors of them, but also to have cheerfully borne the whole expence, although the object might in reality be called a national one, and not in any degree confined to individual profit. In no instance was this laudable and patriotic spirit more strikingly evinced on the part of the Bristol merchants, than when the appointment of Fox to the command of the expedition took place, for they appeared so resolved not to be excelled by the London merchants in maritime activity, or in their endeavours to discover an easier and a shorter route to India, that they fitted out an expedition to the same quarter, and the commander Captain James, was furnished with the same instructions as Fox, and also with the same credentials from the King. Captain James had distinguished himself as an able seaman in several voyages which he had made across the Atlantic, but he was wholly ignorant of the art of navigating a vessel amongst ice, and in fact, previously to his appointment to the command by the Bristol merchants, it may be said that he had never seen a mass of floating ice in his life. In Hudson's Bay he met with such tempestuous weather, that he says, "the sea so continually over-reached us, that we were like Jonas in the whale's belly." Either from timidity, or insuperable obstacles, he was unable to cross Hudson's Strait; but there is one circumstance which redounds to his character, and in some degree absolves him from the charge of cowardice; which is, that unlike many of his predecessors, he determined to winter in those inhospitable regions, although he was by no means prepared, either by an adequate supply of provisions, or necessary clothing for his men, to endure the rigour of an arctic winter. He fixed upon an island now known as Charlton Island, in latitude 52° as his winter residence, and a hut was built for the reception of the sick, which being covered with the main sail, and as James expresses himself, "thatched with snow," was all the habitation which they

had to protect them from the intense severity of the winter. Fortunately for them, they were able to collect a sufficiency of drift wood, to enable them to keep up large fires; but nevertheless their wine, vinegar, oil, and in fact, every thing that was liquid was frozen so hard, that they were obliged to cut it with a hatchet. To augment their sufferings, they were attacked with the scurvy, which reduced the crew to such a state of lassitude, that it was the month of July before they could gain strength sufficient to get the ship in a state of readiness for their homeward voyage. The charge of extreme timidity has been brought against James, in his conduct during the whole of this voyage; but it is a question, the solution of which is rather in his favour, whether the difficulties which he so magnified as to render the north west passage not only an improbable, but an impracticable object, remain not even to the present day in their full force; and which the late voyages of Ross and Parry have not in the least degree removed. The simple contradiction of the opinions of James by those, who considered themselves to be gifted with greater sagacity and skill in the conduct of a similar enterprise, by no means invalidates the arguments which he brought forward touching the improbability of a north west passage; they have hitherto been verified without a single exception, and the cavillers of James must adduce their irrefragable proofs of the rectitude of their own views, before his recorded opinions can be negatived.

In the Cabinet Cyclopædia are the following remarks on the subsequent attempts to discover the north west passage

“The voyages to Hudson’s Bay, although they did not disprove the existence of a north west passage, were not calculated to raise sanguine expectations of finding it in that quarter. Besides the difficulties of the navigation, and the hardships arising from the climate, gave navigators a disinclination to proceed thither. The English had almost forgotten Hudson’s Bay when an accident again drew their attention towards it, and it became the object of commercial, when it had ceased to awaken geographical interest.”

The French settlers in Canada, in their travels through the

interior in search of peltry, at length arrived on the shores of Hudson's Bay. One of these adventurers named Grosseliez, having visited that coast, conceived that it possessed great advantages for the prosecution of the fur trade. He proceeded to France and laid his representations before government. He did not however meet with any encouragement from the French ministers, but the English ambassador at Paris listened to him with attention, and gave him a letter to Prince Rupert, with which he came over to England; here he was favorably received, and immediately engaged to go out in one of his majesty's ships, not merely to make a settlement in Hudson's Bay, but also to seek again for the passage to China by the north-west. Respecting this projected voyage, Mr. Oldenburgh, the first secretary to the royal society, writes in the following terms to the celebrated Mr. Boyle: "Surely I need not tell you from hence what is said here with great joy, of the discovery of a north-west passage, made by two English and one Frenchman, lately represented by them to his majesty at Oxford, and answered by the royal grant of a vessel to sail into Hudson's Bay, and thence into the South Seas; these men affirming as I heard, that with a boat they went out of a lake in Canada, into a river which discharged itself north-west into the South Sea, into which they went, and returned north-east into Hudson's Bay."

Captain Zachariah Gillam was appointed to carry out Grosse-liez to Hudson's Bay, and to prosecute the north-western discoveries. Gillam wintered at Rupert's River, considerably to the north of Charlton Island, yet he does not complain of the severity and long continuance of the cold, from which James' company suffered so much. At this place Capt. Gillam laid the foundation of the first English settlement, by building a small stone fort, to which he gave the name of Fort Charles. The king, who had encouraged the expedition, continued to favor the adventurers in consideration of their having undertaken at their own costs and charges, an expedition to Hudson's Bay, for the discovery of a new passage into the South Sea, and for the finding of some trade in furs, minerals, and other commodities, whereby great advantage might probably arise to the king and his dominions. His

majesty for the better promoting their endeavours for the good of his people, was pleased to confer on them exclusively all the lands and territories in Hudson's Bay, together with all the trade thereof, and all other which they should acquire, &c. This extraordinary charter, with its sweeping exclusive privileges, which was granted to the Hudson's Bay Company in 1669, continues without abridgement to the present day. Though discovery was amongst the ostensible objects of this charter, the indulgence of monopoly prevailed, and for some time the north-west passage seems wholly to have been forgotten.*

In the beginning of the eighteenth century, Mr. Knight, governor of the factory established by the Hudson's Bay company on Nelson's River, learned from the native Indians, that at some distance to the northward, and on the banks of a navigable river or inlet, there was a rich mine of native copper. He immediately applied to the company for ships to discover this rich mine; his representations however met with no attention, and he was obliged to remind the company, that they were bound by their charter to make discoveries, and he threatened to call on government to enforce that condition before they would comply.

Two ships were at length fitted out for the expedition, the sole direction of which was entrusted to him, and he sailed in 1719, by God's permission to find out the Straits of Arrian, in order to discover gold and other valuable commodities to the northward. These ships never returned, and the fate of Knight remained for a long time a mystery. A vessel was despatched in search of Knight, but no conclusive information was obtained. In the year 1769, however, the following melancholy intelligence was collected by Mr. Hearne, from the Esquimaux in the neighbourhood of Marble Island.

"When the vessels arrived at this place, (Marble Island,) it was very late in the fall, and in getting them into the harbour the largest received much damage, but on being fairly in, the English began to build the house; their number at that time seeming to be about fifty. As soon as the ice permitted in the following summer, 1720, the Esquimaux paid them another visit;

* Cabinet Cyclopaedia, Maritime and Inland Discovery, Vol. II.

by which time the number of the English was very greatly reduced, and those that were living seemed very unhealthy. According to the account given by the Esquimaux, they were then very busily employed, but about what they could not easily describe; probably in lengthening the long boat, for at a little distance from the house, there was now lying a great quantity of oak chips, which had been made most assuredly by carpenters."

"A sickness and famine occasioned such havock among the English, that by setting in of the second winter, their number was reduced to twenty. That winter, 1720, some of the Esquimaux took up their abode on the opposite side of the harbour to that on which the English had built their houses, and frequently supplied them with such provisions as they had, which chiefly consisted of whales' blubber, and seals' flesh, and train oil. When the spring advanced, the Esquimaux went to the continent, and on their visiting Marble island again in the summer of 1721, they only found five of the English alive, and those were in such distress for provisions, that they eagerly ate the seals' flesh, and whales' blubber, quite raw, as they purchased it from the natives. This disordered them so much, that three of them died in a few days, and the other two, though very weak, made a shift to bury them. Those two survived many days after the rest, and frequently went to the top of an adjacent rock, and earnestly looked to the south and east, as if in expectation of some vessels coming to their relief. After continuing there for some time together, and nothing appearing in sight, they sat down close together and wept bitterly. At length one of the two died, and the other's strength was so far exhausted, that he fell down and died also in attempting to dig a grave for his companion. The skulls and other large bones of those two men are now lying above ground close to the house. The longest liver was, according to the account of the Esquimaux, always employed in working iron into implements for them, probably he was the armourer or smith."

The great question of the discovery of the north western passage ceased for some time, on account of the great improbability of its existence having been so strongly expressed by Capt.

James, and other subsequent navigators, to excite the attention of either the government of the country, or of private adventurers. It was however, in the year 1773, that an application was made to the Earl of Sandwich by the Royal Society, who laid before his majesty George the third, a proposal for the equipment of an expedition for the purpose of investigating how far the navigation to the North Pole was practicable. The king hesitated not to comply with the wishes of the Royal Society, and immediately issued his commands that every assistance should be given to wards the promotion of the enterprise.

Capt. Phipps, afterwards the Earl of Mulgrave, was entrusted with the command of the expedition, and the Carcass and Racehorse bombs were selected as the most proper vessels to be employed. On the 19th April, 1773, Capt. Phipps received his commission for the Racehorse, and Capt. Lutwidge for the Carcase, and on the 4th June they sailed. The result of this expedition by no means fulfilled the general expectations. The highest latitude which Capt. Phipps reached was $80^{\circ} 11'$ latitude, longitude $18^{\circ} 48'$. He however made some curious observations respecting the formation of the icebergs, and which appear to have escaped the notice of all preceding navigators. He says, "during the time that we past among the Seven Islands, we had frequent opportunities of observing the irresistible force of the large bodies of floating ice; we have often seen a piece of several acres square, lifted up between two much larger pieces, and as it were becoming one with them, and afterwards this piece so formed acting in the same manner upon a second and third, which would probably have continued to be the effect, till the whole bay had been so filled up with ice, that the different pieces could have had no motion, had not the stream taken an unexpected turn, and sent the ice out of the bay."

Capt. Phipps arrived in England in the month of September with the firm conviction that the navigation to the North Pole was not practicable higher than 81° of latitude.

CHAPTER II.

THE LIFE, AND FIRST VOYAGE OF CAPTAIN ROSS.

It is well known that the discovery of the north western passage has always been a favourite object of enterprise with Mr. Barrow, the highly gifted Secretary to the Admiralty, and at his earnest recommendation it was determined to fit out an expedition, which was to be sent forth with such means and power, as to determine at once the existence, or nonexistence of the long sought for passage.

On the 11th December 1817, Capt. Ross received a letter from Sir George Hope, his former patron, and then one of the Lords of the Admiralty, containing the information that it was the intention of government, to fit out two ships on an expedition to determine the existence of a north west passage, and desiring him to forward without delay his consent, or dissent to take the command of it: Capt. Ross was informed at the same time that the ships would be fitted out in the completest manner possible; that he would be provided with Greenland pilots, who had been accustomed to navigate the northern seas, and be accompanied by men eminent in geographical science, and nautical skill. Under these flattering prospects, Capt. Ross expressed his extreme readiness to undertake the command of the expedition, and on the 16th of the same month he received orders to proceed with all possible despatch from Loch Ryan to Greenock, in the *Driver*, and on being superseded, he was to proceed to London.

Previously to entering upon the account of his first voyage, we will give a few particulars of the life of Capt. Ross, whose name will ever stand conspicuous amongst the enterprising navigators of this country.

The place, which claims the honor of having given birth to Capt. Ross, is Stanraer, a small fishing town, remarkable for its oysters, on the west coast of Scotland. He is the younger son of the Rev. Andrew Ross, minister of the Inch, in Galloway, and has one surviving brother, Mr. George Ross, the projector, we believe of the Arctic Land Expedition, which is now in progress under Capt. Back. A second brother was the late Major General Andrew Ross.

At an early period Capt. Ross evinced a predilection for the navy, but very little information is extant of the early period of his professional services. In the year 1805, he was promoted to his lieutenantcy, and in February 1812, through the recommendation of Admiral Sir George Hope, was promoted to the rank of commander, and on the 21st March of the same year, was appointed to the *Briseis* brig of 10 guns, then serving on the Baltic station. His bravery in this ship procured for him the Swedish order of the sword. In the night of the 28th June 1812, his lieutenant Thomas Jones, with a midshipman and 18 men, most gallantly attacked and recaptured an English merchant ship lying in Pillau Roads, armed in expectation of such an event, with 6 guns and 4 swivels, defended by a party of French troops on her deck, and surrounded by small crafts in the act of receiving her cargo. In October, the *Briseis* captured the *Le petit Poncet*, French privateer, of 4 guns, and 23 men; and drove on shore three other vessels of the same description. The subsequent appointments of Capt. Ross, were June 7th 1814, to the *Actæon* of 16 guns, and August 23rd 1815, to the *Driver* sloop. At the close of the war, he had to share the lot of a multitude of gallant and meritorious officers, in being consigned to half-pay, and compulsory inactivity. To an ardent and enterprising spirit, accustomed to the bustle and restlessness of the sailors life, a state of inactivity is always irksome, and in the highest degree depressing to the spirits. Capt. Ross appeared determined to emancipate himself from the languor which is ever the attendant upon a want of employment, and the return of peace, presented him with a favorable opportunity for undertaking an enterprise, upon which he had probably first thought

when a nameless and unnoticed reefer, as well as when in his higher rank and maturer years, he cruised in the frozen north. The enterprise in question was that of exploring Bassin's Bay, and searching for a north west passage to the Pacific ocean.

Deeds of enterprise will always possess superior claims on the human mind, their chief tendency being to increase the stores of human knowledge, to open fresh sources of commercial speculation, and to excite in our breasts the spirit of compatriot pride, in the fame and honor which belong to our country, in having been the birthplace of those illustrious characters, who, in contempt of the most appalling dangers, and at a sacrifice of all personal happiness, venture into the desolate and uninhabited regions of the world, where nature has hitherto sitten enthroned in the unbroken silence of a past eternity, and where the ground has hitherto, never been indented by the footsteps of a human being.

According to the orders received from the Admiralty, Capt. Ross, proceeded to Greenock, and arrived in London on the 30th December. He was immediately furnished with the necessary directions, and after inspecting several ships, he selected the *Isabella* and *Alexander*, as being the most suitable, on account of the strength of their build, for the seas which he would have to navigate. Having prepared every thing which was necessary for the safety of the ships, and the comfort of the crews, he received from the Admiralty the following official instructions.

By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain, Ireland, &c. &c.

His royal Highness the Prince Regent having signified his pleasure to Viscount Melville, that an attempt should be made to discover a northern passage by sea, from the Atlantic to the Pacific ocean; we have in consequence caused four ships or vessels, to be fitted out and appropriated for that purpose, two of which, the *Isabella* and the *Alexander* are intended to proceed

together by the north westward through Davis' Straits; and two, the Dorothea and Trent, in a direction as due north as may be found practicable through the Spitzbergen Seas.

And whereas, we have thought fit to entrust you with the command and direction of the former expedition, and have directed Lieutenant Parry, who has been appointed to command the Alexander, to follow your orders for his further proceedings, you are hereby required and directed to proceed to sea, with all convenient despatch in the Isabella, and taking under your orders the Alexander above mentioned, make the best of your way into Davis' Strait, through which you will endeavour to pass to the northward without stopping on either of its coasts, unless you shall find it absolutely necessary. In this passage you may expect to meet with frequent obstructions from fields and islands of ice; to get clear of which, and to ensure the safety of the ships and people committed to your charge, will require from you, and all who are under your orders, the greatest precaution and vigilance; and as the navigation among ice may be considered as an art to be acquired only by practice, we have directed that there be appointed to each of the ships under your orders, a master and mate of whale fishing vessels, well experienced in those seas, from whose knowledge and skill you may derive material assistance.

It is not improbable that in the early part of the season, when you may be expected to arrive in Davis' Strait, the ice may be found to stretch across from land to land; but as ice is known to vary in its position from year to year, and several times in the course of the year, and in those places, where not fast to the ground, is almost constantly in motion by winds, tides, and currents; if on your arrival it should appear to present a compact barrier, you will of course be prepared to avail yourself of the first opening which may be discovered, to pass to the northward. As however in the present state of uncertainty with regard to the movements of the ice, and with the very imperfect knowledge we have of this Strait, and still more so of the sea beyond it, no specific instructions can be given for your guidance, the time and manner of proceeding to fulfil the ulterior object of your desti-

nation, in places where impediments may occur, must be left entirely to your discretion, in the exercise of which we rely upon your zeal and skill in your profession, for the accomplishment, as far as it can be accomplished of the service on which you are employed; not doubting that every exertion will be made on your part, and on that of your officers, while at the same time, no precaution will be omitted, that prudence may dictate to avoid accidents, on an enterprise of so arduous a nature as that of conducting ships in safety, through fields of ice in unknown seas. It may not however be amiss to suggest, as a general observation, that a passage through fields of ice is more likely to be found where the sea is deepest, and least connected with land, as there is reason to suppose ice is found to be more abundant near the shores of the continent, and islands, in narrow straits and deep bays, and it may also be expected, that the sea will be most clear of ice where the currents are strongest, as the stream of a river will continue open long after the sides are frozen up.

From the best information we have been able to obtain, it would appear that a current of some force runs from the northward, towards the upper part of Davis' Strait, during the summer season, and perhaps for some part of the winter also, bringing with it fields of ice in the spring and icebergs in the summer.

This current if it be considerable, can scarcely be altogether supplied by streams from the land, or the melting of ice. There would therefore seem reason to suppose, that it may be derived from an open sea; in which case Baffin's Bay cannot be bounded by land, as our charts generally represent it, but must communicate with the Arctic Ocean.

In passing up the strait, if such a current should be discovered, it will be of the greatest importance to you in pointing out that part of the strait, which is likely to be the least encumbered with ice, as well as leading you direct to the opening, by which it may be supposed to pass from the Arctic Sea into Davis' Strait. In tracing this current, you will soon discover whether it takes its origin in the north east or north west quarter, if in the former, you will of course abandon all pursuit of it further, but if it should come from the north west or west, it will prove the best guide

you can follow, to lead you to the discovery of that of which you are in search.

The strength and direction of the current should be tried, once in twenty-four hours, or oftener if any material change is observed to take place; and it will be most advisable to take its temperature at the surface frequently as you proceed, to compare it with the temperature of the surface where there is no current.

If the reports of several intelligent masters of whaling vessels may be relied on, that part of the sea to the northward of Davis' Strait, which is marked on charts as Baffin's Bay, (that is to say from the 72° of northern latitude, to the 77° , where Baffin is supposed to have seen the land,) is generally free from field ice, which from its extent of surface, offers the greatest impediment to navigation. Should you find this actually to be the case, it may be advisable to stand well to the northward, before you edge away to the westward, in order to get a good offing in rounding the north east point of the continent of America, whose latitude has not been ascertained, but which if a conjecture may be hazarded, from what is known from the northern coast of that continent, may perhaps be found about the 72° of latitude.

In the event of your being able to succeed in rounding this point, and finding the sea open, you are carefully to avoid coming near the coast, where you would be most likely to be impeded by fixed or floating ice, but keeping well to the northward, and in deep water, make the best of your way to Behring's Strait, through which you are to endeavour to pass into the Pacific Ocean, and in the event of your succeeding to pass this Strait, you are then to make the best of your way to Kamtschatka, if you think you can do so without risk of being shut up by the ice on that coast, for the purpose of delivering to the Russian government, duplicates of all the journals and other documents, which the passage may have supplied, with a request that they may be forwarded over-land to Petersburg, to be conveyed from thence to London, and from there you will proceed to the Sandwich Islands or New Albion, or such other place in the Pacific Ocean as you may think proper, to refit and refresh your crews

and, if during your stay at such a place, a safe opportunity should occur of sending these papers to England, you should send duplicates by that conveyance.

If the circumstances of your passage should be such, as to encourage your attempting to return by the same course, you may winter at the Sandwich Islands, New Albion, or any other proper place, and early in the next spring may proceed direct for Behring's Strait, and use your endeavours to repass the same; and should you succeed in this attempt, you are to proceed, if possible to the eastward, keeping in sight and approaching the coast of America, whenever the position of the ice will permit you so to do, in order that you may be enabled to ascertain the latitudes and longitudes, of some of the most remarkable headlands or inlets that may occur, taking every possible precaution, however against being beset by the ice, and thus compelled to winter on that coast.

Before however you determine on returning by the same way, you will maturely consider and weigh the prudence of making such an attempt. If your original passage should be made with facility, and you see reason to believe that your success was not owing to circumstances merely accidental or temporary, and that there is a probability that you may be able also to accomplish the passage back, it would undoubtedly be of great importance that you should endeavour to make it; but if on the other hand, it shall have been attended with circumstances of danger or difficulty, so great as to persuade you that the attempt to return would risk the safety of the ships, and the lives of the crews; in this case, you are to abandon all thoughts of returning by the northern passage, and are to make the best of your way homewards by Cape Horn.

Previously to your leaving England, or at any rate before your departure from Shetland, you are to fix with Capt. Buchan, to whom the other expedition is intrusted, upon a rendezvous in the Pacific, and if you should be joined by the *Dorothea* and *Trent*, or either of them, you are to take them under your command, and having detached one ship with a copy of all your papers, and a complete set of despatches respecting your proceedings to

England, by the route of Cape Horn, you are to proceed with the other ships to repass Behring's Straits, as above directed, if you should have determined upon that course; but if you should have determined to return by the south, you are to take care to interchange with Capt. Buchan, copies of your respective journals and despatches, or if you do not meet Capt. Buchan or his ships, you are to deposit copies of your own papers on board the *Alexander*, in order to insure as far as possible, the arrival of these important documents in England, by thus multiplying the modes of conveyance.

If however, it should happen that from obstruction of ice, or any other circumstance, your progress to the westward should prove too slow to admit of your approach to Behring's Straits, before the present season shall be too far advanced, to make it safe to attempt that passage, and at the same time your progress should be too considerable to the westward, to ensure your return the same season by the way of Davis' Strait; you are in that case to edge down to the northern coast of America, and endeavour to find out some secure bay, in which the ships may be laid up for the winter; taking such measures for the health and comfort of the people committed to your charge, as the materials with which you are supplied, for housing in the ships, or hutting the men on shore may enable you to do; and if you shall find it expedient to resort to this measure, and you should meet with any inhabitants, either Esquimaux or Indians, near the place where you winter, you are to endeavour by every means in your power, to cultivate a friendship with them, by making them a present of such articles as you may be supplied with, and which may be useful or agreeable to them; you will however take care not to suffer yourself to be surprised by them, but use every precaution and be constantly on your guard against any hostility.

You will endeavour to prevail on them by such reward, and to be paid in such manner as you may think best to answer the purpose, to carry to any of the settlements of the Hudson's Bay Company, or of the North West Company, an account of your situation and proceedings, with an urgent request that it may be forwarded to England with the utmost possible despatch.

If however all your endeavours should fail in getting so far to the westward as to enable you to double the north eastern extremity of America, (round which these instructions have hitherto supposed a passage to exist,) you are in that case, to use all the means in your power by keeping to the northward and eastward, to ascertain to what extent you can proceed along the western coast of Old Greenland, and whether there is any reason to suppose that it forms a part of the Continent of America, and you are also to endeavour to improve the very imperfect geography of the eastern coast of America, and of the island or islands which are supposed to intervene between it, and Disco Island, in Davis' Strait, but you are on no account, in this latter case, to remain on this service so long, unless accidentally caught in the ice, as to be obliged to winter on any part of the eastern coast of America, the western coast of Old Greenland, or the intermediate Islands, but to leave the ice about the middle, or the 20th of September, or the 1st October at the latest, and make the best of your way to the river Thames.

Although the first and most important object of this voyage, is the discovery of a passage from Davis' Strait along the northern coast of America, and through Behring's Strait into the Pacific; it is hoped at the same time, that it may likewise be the means of improving the geography, and hydrography of the Arctic regions, of which so little is hitherto known, and contribute to the advancement of science and natural knowledge.

With this view, we have caused a great variety of valuable instruments to be put on board the ships under your orders, of which you will be furnished with a list, and, for the return of which you will be held responsible; and have also at the recommendation of the president and council of the Royal Society ordered to be received on board the *Isabella*, Capt. Sabine of the royal artillery, who is represented to us as a gentleman well skilled in astronomy, natural history, and various branches of knowledge, to assist you in making such observations as may tend to the improvement of geography and navigation, and the advancement of science in general. Amongst other subjects of scientific inquiry, you will particularly direct your attention to

the variation and inclination of the magnetic needle, and the intensity of the magnetic force, you will endeavour to ascertain how far the needle may be affected by the atmospherical electricity, and what effect may be produced on the electrometer and magnetic needle, on the appearance of the Aurora Borealis. You will keep a correct register of the temperature of the air, and of the surface of the sea, and you will frequently try the temperature of the sea in various situations and at different depths. You will cause the dip of the horizon to be frequently observed by the dipsector, invented by Dr. Wollaston, and ascertain what effect may be produced, by measuring that dip across fields of ice, as compared with its measurement across the open sea. You will also cause frequent observations to be made for ascertaining the refraction; and what effect may be produced by observing an object either celestial or terrestrial, over a field of ice, as compared with objects observed over a surface of water; together with such other meteorological remarks, as you may have opportunities of making; you are to attend particularly to the height, direction and strength of the tides, and to the set and velocity of the current; the depths and soundings of the sea, and the nature of the bottom, for which purpose you are supplied with an instrument, better calculated to bring up substances than the lead usually employed for this purpose.

For the purpose not only of ascertaining the set of the currents in the arctic seas, but also of affording more frequent chances of hearing of your progress, we desire that you do frequently after you shall have passed the latitude of 65° north, and once every day, when you shall be in an ascertained current, throw overboard a bottle, closely sealed, and containing a paper stating the date and position it was launched, and you will give similar orders to the commander of the *Alexander*, to be executed in case of separation. And for this purpose we have caused each ship to be supplied with papers, on which is printed in several languages a request, that whoever may find it should take measures for transmitting it to this office.

And although you are not to be drawn aside from the main object of the service on which you are employed, as long as you may be enabled to make any progress, yet whenever you

may be impeded by ice, or find it necessary to approach the coasts of the continent or islands, you are to cause views of bays, headlands, &c., to be carefully taken, to illustrate and explain the track of the vessels, or such charts as you may be able to make; in which duty you will be assisted by Lieutenant Hoppner, whose skill in drawing is represented to be so considerable, as to supersede the necessity of appointing a professional draughtsman.

You are to make use of every means in your power to collect and preserve such specimens of the animal, mineral, and vegetable kingdoms, as you can conveniently stow on board the ships, and of the larger animals you are to cause accurate drawings to be made, to accompany and elucidate the descriptions of them. In this as well as in every other part of your scientific duty, we trust that you will receive material assistance from Capt. Sabine.

You are to use your best endeavours to give instructions to the same effect to Lieutenant Parry, to keep the two vessels constantly together, and prevent their separation; if however they should separate, you are to appoint Lerwick in the Shetland Islands, as the first rendezvous, and after that Love Bay, Disco Island, in Davis' Strait, beyond which as nothing is known, no other rendezvous can be appointed. And in the event of any irreparable accident happening to either of the ships, you are to cause the officers and crew of the disabled ship to be removed into the other, and with her singly to proceed in prosecution of the voyage, or return to England, according as circumstances shall appear to require; should, unfortunately your own ship be the one disabled; you are in that case to take the command of the *Alexander*; and in the event of your own inability by sickness, or otherwise, to carry these instructions into execution, you are to transfer them to the Lieutenant next in command, who is hereby required to execute them in the best manner he can, for the attainment of the several objects in view."

The foregoing may be considered as the principal instructions laid down for the conduct of Captain Ross during the expedition, and they are drawn up with that minuteness as to provide for almost every emergency that could befall him on his voyage.

During the stay of the ships at Deptford, they were joined by

John Sacheuse, an Esquimaux, native of South East Bay, Greenland, who, it appears, had concealed himself on board the *Thomas and Ann* of Leith, in the month of May, 1816. This man had been converted to Christianity by the missionaries, and the strong desire which he had to see the country those good men came from, had induced him to desert his own. He however declared it to be his intention to return, when he had learnt the scriptures and the art of drawing. He related several traditions current in his country respecting a race of people, who were supposed to inhabit the north, adding, that it was for the purpose of communicating with them, and converting them to Christianity, that he had volunteered in the expedition.

On the 18th April 1818, the *Isabella* and *Alexander* sailed from Deptford, and on the 30th reached Lerwick, in Scotland. They were here joined by the *Dorothea* and *Trent*, and after being replenished with water and provisions from his majesty's ship *Ister*, Capt. Forrest, they prepared for sea on the 3d May, and having given three hearty cheers to the *Dorothea* and *Trent* the vessels sailed on their respective expeditions.

After encountering some tempestuous weather, they fell in with the first iceberg on the 26th May, in latitude $58^{\circ} 36'$, longitude 31° . From a calculation made by means of comparison between two objects, it appeared to be about forty feet in height, and a thousand feet long; imagination presented it under many grotesque forms; at one time it looked like a white lion, and at another like a horse rampant, and served to amuse the sailors, who naturally enough shaped it into the lion and unicorn of the kings arms, and were accordingly delighted with the notion of good luck, which it seemed to them to augur.

On the 1st June, land was discovered to the south of Coquin's Sound, where Baffin was said to have landed on his return from his last voyage, and the navigation now become hazardous in the extreme from the number of icebergs, and the floating fields of ice. On the 4th, the *Isabella* had a narrow escape in attempting to weather a piece of ice, but as good fortune would have it, she received no other injury than a slight graze on her weather bow.

On the 9th, continuing their course northward, they made out

Romel Port, and Savage Islands, and although they were only in fifteen fathoms water, it was reckoned that their distance from the land was twenty-five miles. The ice, as seen from the mast head extended from the land, and taking a westerly course, they steered between the grounded icebergs, amongst rocks and streams of ice. One of the icebergs was three hundred and twenty-five feet high, and twelve hundred feet in length. A torrent of water was running down its side.

On the 9th, the weather continuing moderate, they ran by the edge of the fixed ice, sailing along until they approached the land, where the ice was found closely to join it. No water being to be seen from the mast head, they made fast to an iceberg, which was aground near two small islands, which were supposed to lie off North Bay.

Some native Esquimaux here came off to the ships, and from them the information was gained, that the berg to which they had made fast, had remained aground in the same place since the last year; they were also informed that the ice was close all the way from thence to Disco, and that no ship had yet got up thither. The Esquimaux received several presents, expecting in return that they would bring off some supplies of game, and water-fowl for the ships crews; on the following day the first seal was shot, weighing eight hundred and fifty pounds, and yielded thirty gallons of oil; on the same day they fell in with several ships employed in the whale fishery, from the masters of one of them, the information was obtained, that he had been in the Bay to the westward of Disco, where, according to the chart, there is good anchorage, but that the whole Bay between Dog and Whale Islands, was covered with ice. By the governor of the Whale Islands, he had been informed that the ice had broken up and froze again, no less than three times during the present season. It was his opinion that the sea, north of Disco, might before the time of our conference have been clear, and that a passage to the north along the eastern shore was feasible. On parting with this vessel, the discovery ships stood to the west and south, but finding the ice firm they tacked, and returned to their old position. The weather coming on very thick, the

Isabella was made fast to an iceberg, and the *Alexander* hauled alongside. On the evening of the 12th, the weather became clearer and a breeze springing up from the north east, they cast off from the iceberg, and sailed to windward amongst heavy pieces of ice. The Island of Disco was now plainly seen bearing E. by N., and also seven ships beset in the ice in South East Bay. A bottle was here buried, enclosing remarks, on an iceberg, ascertained to be in latitude $68^{\circ} 15'$ north longitude $64^{\circ} 10'$ west.

On the 14th they ran close to the largest of several islands placed in the entrance of Disco Bay, which is called Whale Island. This was apparently six miles in length, formed of a black rugged sterile rock of considerable elevation, but low, when compared with the huge mountains of Disco, which were seen over it.

The Island of Disco is called by the Danes, Kron Prins Island, and is in latitude $63^{\circ} 54'$ north, and longitude $53^{\circ} 30'$ west. Its inhabitants at the time consisted of the governor of the factory, his wife and children, together with six Danes, and a hundred Esquimaux, who are employed during the season, in catching seals and whales. The chief object of the expedition in communicating with this factory, as it could be effected without loss of time, was to gain information respecting the state of the ice, from the Danish resident; guns were therefore fired, and a *kijack* was despatched with a messenger inviting the governor on board. This had the desired effect and Inspector Flushe, a respectable looking young man, who had been an officer in the Danish navy, came on board in a boat manned by Europeans. His information was much calculated to damp the hope of getting to the northward that season, as he confirmed in every respect the report which had been given by the masters of the whale ships; during the eleven winters that he had passed in that country, not one had been so severe and lasting as the preceding; the sea had frozen up in the middle of December, where it was usually open until February, and the bay and harbours of Disco which were generally navigable towards the end of March, still continued shut. He considered that the

attempt to get much further to the north as hopeless, the Danes not having been able to communicate by sea for two seasons past with their northern settlements. As a proof of the severity of the preceding winter, they had been obliged to kill their dogs for food, owing to the impossibility of procuring seals during the winter.

The information communicated by the Danish governor, excited no little surprise in the mind of Capt. Ross, after the confidence with which the diminished rigor of the climate had been described at home, before the commencement of his voyage, and after the anticipations of success which had been so warmly entertained, by those who had so eagerly entered into the plan for promoting it. The report of the Danish resident was certainly in decided opposition, to those of the persons who had described the breaking up and dispersion of the polar ice, and who appear in this instance to have been guided rather by their imagination, than by a real knowledge of the circumstances attending this sea.

From Disco, Capt. Ross steered his course to the northward, and on the 16th, boarded several Greenlandmen, and learned that none of their ships had been able to penetrate farther north than $70^{\circ} 30'$, and that he would fall in with ice in two hours, through which he might sail as far as Hare Island, where it became a solid body.

On the following day the ships proceeded, steering along the edge of the main ice, and a firm field stretching from north to south; they sailed on between large floes and among loose ice, the former becoming more numerous as they advanced, and the latter more closely packed, till at length they had only a narrow and crooked channel for their passage. A ridge of icebergs was now seen of every variety and shape that can be imagined; many of them forming objects no less singular than picturesque, and presenting an infinite diversity in their grouping, and in the splendour and brilliancy of their colouring.

On the 17th, the ships entered Waygatt Straits, and made fast to an iceberg about a mile from the N. E. side of the island. Here Capt. Ross went on shore and ascended a mountain, in order

to obtain a complete view of his situation; finding it impossible to proceed any further for some days, he ordered the observatory and instruments to be landed, and erected tents for the officers, who were appointed to attend them; during the stay here, the iceberg to which the ships were fastened, suddenly got afloat, and was carried with great rapidity towards the west, it soon however grounded again, and the *Alexander* remained attached to it. Notwithstanding the ships were surrounded with ice, the weather was hot and sultry, and it may be said that the crews throughout the whole of the voyage, had seldom reason to complain of cold, unless in falls of snow, with east winds or foggy weather, when the sun was obscured, and the ice settled on the rigging.

On the 20th June the ships left Waygatt, and on the 22nd arrived at Four Island Point, where the whalers had already arrived, but which were now stopped by the ice. Capt. Ross landed here, and ascended a hill, but nothing except solid ice was to be seen in every direction. At this place there is a kind of Danish factory, and some wretched Esquimaux huts, all apparently deserted. There is also a burying place, at which the surgeon of a Greenland ship was seen procuring human skulls.

The progress through the ice was now attended with the most imminent danger, and on one occasion when the ships were in a very dangerous passage, a light wind from the N. W. put the ice suddenly in motion; in spite of every exertion the *Isabella* was driven into sixteen feet water, and the *Alexander* was for a few minutes actually aground.

By the assistance of the whalers, the ships were freed from their perilous situation, and for the remainder of the day continued fixed to an iceberg, together with about thirty other ships, all anchored within pistol shot of the shore. The following morning the ice was in motion, and about midnight they found themselves close to the land ice, near Unknown Island, so called by the Danes, where they moored, together with twenty other ships, to a field of ice.

On Monday the 29th, Capt. Ross ordered the Esquimaux, John Sacheuse, to go on shore, and to communicate with the natives. He

returned with seven natives in their canoes, or kajaks, bringing a small supply of birds. Their village, lying on the south side of the bay, appeared to consist of a few huts made of seal skins sufficient for the residence of about fifty persons. Being desirous of procuring a sledge and dog, Capt. Ross offered them a rifle musket for one completely fitted, which they promised to fetch: with much honesty of principle however, refusing to accept the rifle, till they had brought the sledge. They soon returned, bringing the sledge and dogs in a boat, managed by five women dressed in deer skins. The boat was called a Umiack, and was rowed by the women standing. Two of these women were daughters of a Danish President, by an Esquimaux woman.

Capt. Ross soon became acquainted with his visitors, and invited them into the cabin, where they were treated with coffee and biscuit, and their portraits were also taken. After leaving the cabin, they danced Scotch reels on the deck with the sailors, during which the mirth and joy of Sacheuse knew no bounds. In his own estimation he was an individual of no little consequence, and certainly an Esquimaux master of ceremonies on the deck of one of his majesty's ships, in the icy seas of Greenland, was an office somewhat new. A daughter of the Danish President, about eighteen years of age, and by far the best looking of the group, was the particular object of the attentions of Sacheuse, which being observed by one of the officers, he gave him a lady's shawl, ornamented with spangles, as an offering for her acceptance. He presented it in a most respectful, and not ungraceful manner to the damsel, who bashfully took a pewter ring from her finger and gave it to him in return, rewarding him at the same time with an eloquent smile, which could not leave any doubt in the mind of Sacheuse, that he had made an impression on her heart.

After the ball, coffee was again served, and at eight o'clock, the party left the ship, well pleased with their entertainment, and promising to come back with a *skin-boat*, which Capt. Ross conceived might be useful on the ice, Sacheuse was permitted to escort them, partly that he might hasten their movements, and partly to search for specimens of natural history. The fol-

lowing day no tidings of Sacheuse, nor any of the Esquimaux being received, a boat was sent on shore, when it was ascertained that he had broken his collar bone, from the recoil of his gun, he having overloaded it on the principle of "plenty of powder, plenty of kill." He was brought on board, but it was some time before the cure was effected.

The second barrier of ice was passed on the 3d July, and on the same day, the ships were abreast of Sanderson's hope, and in sight of Woman's Islands. A remarkable appearance of unequal refraction was observed here in the ships, which were in the immediate vicinity, as well as those, which were at a distance. Those within two or three miles, seemed to be extended to a monstrous height, while those at double the distance, appeared to be drawn out in a horizontal direction, even to flatness upon the water.

On the 4th, the third great barrier of ice was passed, consisting of large icebergs in vast numbers, which were aground in depths, varying from sixty-three to one hundred fathoms; the ships were now enveloped in a dense fog, which on clearing away, discovered land bearing true E.; finding it impossible to penetrate further north, while keeping far off the shore, they stood in for the land, and on the evening of the 7th, passed near the Three Islands, described by Baffin, and situate within a bay in which several smaller islands were seen. Numerous birds of various kinds were seen on these islands, as also the first whale, since the ships had entered the arctic regions.

For some days the ships were beset in the ice, beating up at times for several miles, and then finding no exit, were obliged to retrace their way. On the evening of the 16th, the ice appeared to be opening, and they passed a few miles to the west of the Three Islands, and made all sail for a narrow channel, which was seen in the ice, leading, although in a very crooked direction, due N. N. W. They continued their course with a fair wind up this channel, which grew every hour more intricate and narrow, at length two floes closed in upon them, when they were completely jammed in. The *Isabella* underwent a very heavy pressure, but fortunately without damage, although she

was lifted several feet out of the water; the concussion lasted fifteen minutes, but after two hours incessant labour, she was hove through by purchases brought from each quarter and bow, to the windlass and capstan.

On the 21st, land was descried, and an open passage through the ice leading northwards. This land was determined to be the Horse's Head, and the Red Head, in $75^{\circ} 12'$, being the highest latitude to which the ships employed in the whale trade, were known positively to have penetrated. The 24th was wholly employed in tracking through the ice, a proceeding, which becomes necessary when the channel is too narrow to allow a vessel to beat, or to be towed against the wind. In executing this service, the whole ship's company were sent on the ice, and a rope was thrown to them, one end of which was fastened to the head of the fore mast, for the purpose of keeping the bight clear of the uneven and sharp pieces of ice, usually found at the edge of the field. The men having hold of the other end, then pulled the ship ahead, the musician always leading the way. As it sometimes happened that a hole, covered with snow, or a weak part was found, the men occasionally fell in, but as they never let go the rope, they were immediately pulled out. When this accident happened to the leader, it afforded the sailors great amusement, and they never failed to exercise their wit on the occasion.

On the 25th, they arrived at a point, between which and Cape Dudley Digges Land had not been seen by former navigators. The shore forms a spacious bay, in the midst of which rose a remarkable spiral rock. This was named Melville's Monument, and the bay was called Melville's Bay, out of compliment to the then first Lord of the Admiralty. It is situated between latitude $75^{\circ} 12'$, and 76° , and abounds with whales.

On the 31st, they parted company with the last whaler, the Bon Accord of Aberdeen, with three cheers. On the 6th August, the ships were exposed to the most imminent danger; the ice began to move, the wind increased to a gale, and the only chance left was to endeavour to force the ship through it to the

north, where it partially opened; the channel was however so much obstructed by heavy fragments, that their utmost efforts were ineffectual; the field closed in upon them, and they felt the pressure most severely. A large floe which lay alongside of the *Isabella* appeared to be fixed, while on the other side another of considerable bulk was passing along with a rapid motion, assuming somewhat of a circular direction, in consequence of one side having struck on the fixed field. The pressure continued to increase, and it became doubtful whether the ship would be able to sustain it; every support threatened to give way, the beams in the hold began to bend, and the iron tanks settled together. At this critical moment, when it seemed impossible to bear the accumulating pressure any longer, the hull rose several feet, while the ice which was more than six feet thick, broke against the sides, curling back on itself. The great stress now fell upon the bow of the *Isabella*, and after being again lifted up, she was carried with great violence towards the *Alexander*, which had hitherto been in a great measure defended by the *Isabella*. Every effort to avoid their getting foul of each other failed; the ice anchors and cables broke one after the other, and the sterns of the two ships came so violently into contact, as to crush to pieces a boat, that could not be removed in time. The collision was tremendous, the anchors and chain plates being broken, nothing less than the loss of the masts was expected; but at this eventful instant, the force of the ice seemed exhausted; the two fields suddenly receded, and the *Alexander* was passed with comparatively little damage.

Neither the masters, the mates, nor those men who had been all their lives in the Greenland service, had ever experienced such imminent peril, and they declared that a common whaler must have been crushed to atoms. The safety on the present instance was to be attributed solely to the perfect and admirable manner in which the vessels had been strengthened when fitting for service.

On the 8th, a party of officers was sent to examine the nearest *re*, which appeared to be about six miles distant. It was

ascertained to be an island, and was called Bushman's Island, in compliment to the person who discovered it. It was found to be utterly desolate, but some piles of stone, resembling in their appearance and arrangement, the usual graves of the Esquimaux, shewed that it had been inhabited. On the return of the party, taking advantage of a light breeze from the N. N. E., the ships proceeded, but they had made very little progress, when the crews were surprised by the appearance of several men on the ice, who were hallooing, as was imagined, to the ships. The first impression was, that they were shipwrecked sailors, probably belonging to some vessel, which had been crushed in the late gale. On approaching the ice, however, they were discovered to be natives, drawn in rudely fashioned sledges by dogs, which they continued to drive backwards and forwards with wonderful rapidity. On arriving within hail, Sacheuse called out to them in his own language, some words were heard in return, to which a reply was again made in the Esquimaux, but neither party appeared to be in the least degree intelligible to the other. For some time they regarded the ship in silence, but on its tacking, they set up a simultaneous shout, accompanied with many strange gesticulations, and went off in their sledges with great velocity towards the land; after they had attained the distance of a mile or more, they halted for about two hours; this was no sooner observed, than a boat was sent to the place, with a stool of four feet in height, on which, various presents, consisting of knives and articles of clothing were left. This however failed to attract the attention of the natives; and a second boat was therefore sent, with directions to leave one of the Esquimaux dogs, with some strings of blue beads around his neck, near the same place.

It being necessary to examine if there were a passage in this place, the ships proceeded towards the head of the pool, which was about four miles off; trusting in the mean time, that the natives would return to the same spot. No opening was however found, and they therefore returned after an absence of ten hours. The dog was found sleeping on the spot where he was left, and

the presents remained untouched. A single sledge was shortly after observed at a great distance, but it immediately drove off with great rapidity.

Being extremely anxious to communicate with the natives, a pole was prepared on which a flag was fixed, and being carried to an iceberg, midway between the ships and the shore, was there erected, and a bag containing presents was fastened to the pole within reach, and left there. The ships in the mean time were moored in a convenient situation, for observing what might take place.

On the following day the 10th, the crews were rejoiced to see eight sledges, driven by the natives, advancing by a circuitous route towards the place where the ships lay. They halted about a mile from them, and the natives alighting from their sledges, ascended a small iceberg as if to reconnoitre; after remaining apparently in consultation for nearly half an hour, four of them descended, and came towards the flag staff, which however they did not venture to approach. In the mean time, a white flag was hoisted at the main in each ship, and Sacheuse was despatched bearing a white flag with some presents, that he might endeavor if possible to bring them to a parley. This was a service which he most cheerfully volunteered, requesting to go unattended and unarmed, a request to which no objection could be made, as the place chosen for the meeting, was within half a mile of the Isabella. In the execution of this service, Sacheuse displayed no less address than courage. Having placed his flag at some distance from the canal, he advanced to the edge, and taking off his hat, made friendly signs for those opposite to approach, as he did; this they partly complied with, halting at a distance of three hundred yards, when they got out of their sledges, and set up a loud simultaneous halloc, which Sacheuse answered by imitating it. They then ventured to approach a little nearer, not having any thing in their hands, but the whips with which they guide the dogs. Shouts, words, and gestures were exchanged for some time to no purpose, though each party seemed in some degree to recognise each other's language. Sacheuse, after a time thought he could discover that they spoke the

Humooke dialect, drawing out their words, however, to an unusual length. He immediately adopted that dialect, and holding up the presents, called out to them *kahkeite* "come on," to which they answered *Naakrie naakrieai-plaite*, "No no, go away," and other words, which were made out to mean, that they hoped they were not come to destroy them. The boldest then approached, and drawing from his boot a knife, repeated "Go away, I can kill you." Sacheuse, not intimidated, told them he was also a man and a friend, and at the same time threw some strings of beads, and a checqu'd shirt; but these they beheld with great distrust and apprehension, still calling "Go away, do not kill us." Sacheuse then threw them an English knife, saying "Take that." On this they approached with caution, picked up the knife, then shouted and pulled their noses; these actions were imitated by Sacheuse, who in return called out "*Heigh yaw*," pulling his nose with the same gesture. They now pointed to the shirt, demanding what it was, and when told it was an article of clothing, asked of what skin it was made; Sacheuse replied that it was made of the hair of an animal, which they had never seen, on which they picked it up with expressions of surprise. They now began to ask many questions, for by this time they found that the language spoken by themselves, and Sacheuse, had sufficient resemblance to enable them to hold some communication.

They first pointed to the ships, eagerly asking what great creatures those were? do they come from the sun or the moon? do they give us light by night or by day? Sacheuse told them that he was a man, that he had a father and mother like themselves, and pointing to the south, said that he came from a distant country in that direction. To this they answered, "That cannot be, there is nothing but ice there." They again asked, what creatures these were, pointing to the ships, to which Sacheuse replied, that they were houses made of wood. This they seemed still to discredit, answering, "No they are alive, we have seen them move their wings." Sacheuse now enquired of them what they themselves were, to which they replied, they were men, and lived in that direction, pointing to the north,

that there was much water there, and that they had come to fish for sea unicorns.

During the whole of this conversation, Capt. Ross had been employed with a good telescope in observing their motions, and he beheld the first man approach with every mark of fear and distrust, looking frequently behind to the other two, and beckoning them to come on, as if for support; they occasionally retreated, then advanced again with cautious steps in the attitude of listening, generally keeping one hand down by their knees, in readiness to pull out a knife which they had in their boots; in the other hand they held their whip with the lash coiled up; their sledges remained at a little distance, the fourth man being apparently stationed to keep them in readiness for escape. Sometimes they drew back the covering they had on their heads, as if wishing to catch the most distant sounds; at which time their features could be discerned, displaying extreme terror and amazement, while every limb appeared to tremble as they moved. Sacheuse was now directed to entice them to the ship, and two men were sent with a plank, which was placed across the chasm which separated them, they appeared still much alarmed, and requested that he only should come over, he accordingly passed to the opposite side, on which they earnestly besought him not to touch them, as if he did they should certainly die. After he had used many arguments to persuade them that he was flesh and blood, the native who had shown the most courage, ventured to touch his hand, then pulling himself by the nose, set up a shout, in which he was joined by Sacheuse and the other three; the presents were then distributed, consisting of two or three articles of clothing, and a few strings of beads; after which, Sacheuse exchanged a knife for one of theirs.

The hope of obtaining some important information, as well as the interest naturally excited for these poor creatures, made Capt. Ross impatient to communicate with them himself, and he therefore desired Lieut. Parry, to accompany him to the place where the party were assembled; it appearing to Capt. Ross that Sacheuse had failed in persuading them to come nearer the ships, they accordingly provided themselves with additional presents, con-

sisting of looking glasses and knives, together with some caps and shirts, and proceeded towards the spot where the conference was held with increased energy. By the time Capt. Ross reached it, the whole were assembled; those who had been originally 'left at a distance with their sledges, having been driven up to join their comrades. The party, therefore, now consisted of eight natives, with their sledges and about fifty dogs, two sailors, Sacheuse, Capt. Ross, and Lieut. Parry; forming a group of no small singularity, not a little increased by the peculiarity of the situation on a field of ice, far from the land. The noise and clamour may be easily conceived, the whole talking and shouting together, and the dogs howling, while the natives were flogging them with their long whips to preserve order.

The arrival of Capt. Ross and his party produced a visible alarm, causing them to retreat a few steps towards their sledges; on this Sacheuse called upon them to pull their noses, as he had discovered this to be the mode of friendly salutation with them. This ceremony was accordingly performed by each of the party, the natives during their retreat making use of the same gestures the nature of which was not before understood. In the same way the party imitated the shouts of the natives as well as they could, using the same interjection *Heigh yaw!* which was afterwards found to be an expression of surprise and pleasure. They then advanced towards them, while they halted, and presented the foremost with a looking glass and a knife, repeating the same presents to the whole, as they came up in succession. On seeing their faces in the glasses, their astonishment appeared extreme, and they looked round in silence for a moment at each other, and then at the strangers, immediately afterwards they set up a general shout, succeeded by a loud laugh, expressive of extreme delight as well as surprise, in which the party joined, partly from inability to avoid it, and willing also to show that they were well pleased with their new acquaintance.

Having now acquired confidence the natives advanced, offering in return for the knives, glasses, and beads; their own knives, Sea Unicorn's horns, and Sea Horse's teeth, which were accepted. By this time the officers of both ships had surrounded them,

while the bow of the *Isabella*, which was close to the ice, was crowded with the crew; and certainly a more ludicrous, yet interesting scene was never beheld, than that which took place while they were reviewing the ship, nor is it possible to convey to the imagination, any thing like a just representation of the wild amazement, joy and fear, which successively pervaded the countenances, and governed the gestures of these creatures, who gave full vent to their feelings. Their shouts, halloos, and laughter were heartily joined in, and imitated by all hands, as well as the ceremony of nose pulling, which could not fail to increase the mirth of the sailors and of the whole party.

The natives now accompanied the party to that part of the bow of the ship, from which a rope ladder was suspended, and the mode of mounting it was shown them, but it was a considerable time before they could be prevailed upon to ascend; the new wonders that now surrounded them on every side caused fresh astonishment, which after a moment of suspense always terminated in loud and hearty laughter.

The only thing they looked on with contempt was a little terrier dog, judging no doubt that it was too small for drawing a sledge, but they shrunk back as if in terror from a pig, whose pricked ears and ferocious aspect, being of the Shetland breed, presented somewhat of a formidable appearance. This animal happening to grunt, one of them was so terrified, that he became from that moment uneasy, and appeared impatient to get out of the ship.

Among other amusements afforded to the officers and men on board, by their trials on the inexperience of the natives, was the effect produced upon them by seeing their faces in a magnifying mirror: their grimaces were highly entertaining, while like monkeys, they looked first into it, and then behind it, in hope of finding the monster, which was exaggerating their hideous gestures. A watch was also held to the ear of one, who supposing it alive, asked if it was good to eat. On being shown the glass of the skylight and binnacle, they touched it, and desired to know what kind of ice it was. During this scene one of them wandered to the main hatchway, and stooping down

saw the sergeant of marines, whose red coat produced a loud exclamation of wonder, while his own attitude and figure did not less excite the surprise of the tars, who for the first time discovered some unexpected peculiarities in the dress of the natives.

They were now loaded with various presents, consisting of some articles of clothing, biscuit, and pieces of wood. They then departed, promising to return as soon as they had eaten and slept, but there were not any means of explaining to them what to morrow meant. The parting was attended with the ceremony of pulling noses on both sides.

On the 11th August, the drifting of the ice was the forerunner of a southerly breeze, which made the situation of the ships no longer tenable, they were therefore obliged to cast loose, and after passing through several narrow channels and much loose ice, they advanced seven miles to the westward, and fortunately found a place of safety under the lee of a very large iceberg, which lay aground in one hundred and fifty fathoms. No sooner however were both ships fast, than an immense floe of ice, with two small bergs in it, came into contact with the large berg, the corner of which was raised several feet; a huge piece of the precipice was struck off by the concussion, and fell with a dreadful crash, breaking the ice below it, and raising a wave that rent the floe in pieces for several hundred yards, and made the ships roll considerably. The ice then took a circular motion, and completely closed the spot which the ships had left but a few minutes before. It continued to drift the whole day, and a heavy fall of snow coming on, the land could not be seen; the weather however began to clear at midnight, and a bottle containing a narrative of the proceedings was left on the floating ice.

The following day was sufficiently clear to allow of some good observations being made, and having taken accurate bearings of the land, it was found to form a spacious bay, which was named after the Prince Regent, in commemoration of his royal highness' birthday.

On the 13th, the berg by which the ships had been protected, having separated in several pieces, the ships cast off and made

sail, but before they had proceeded ten miles to the westward, they were stopped by a barrier of large floes and bergs, which seemed to extend from the land to the main ice. The atmosphere was extremely clear, and all distant objects seemed wonderfully raised by refraction. It was afterwards ascertained that the land seen from the mast head, must have been at the immense distance of one hundred and forty miles. The ice was now closing in upon them, the weather had every appearance of a gale, and no time was therefore lost in seeking a place of shelter, which they were fortunate enough to find close to an iceberg, that was firmly secured to the land ice.

They had not remained long at their moorings before they were gratified by the appearance of three of the natives at a distance. Sacheuse was furnished with presents and sent to speak to them, and he found they were not his former acquaintance, but other natives, who had received a good report of the strangers, and therefore they had not testified any alarm at their appearance; Capt. Ross accompanied by Lieut. Parry repaired to the place of communication, and having performed the customary ceremonies, invited the natives on board; they were however no sooner on board than they began to beg and steal, laying their hands on every small piece of wood which they met with, and pocketing every nail that they could find about the ship. After spending some time in helping themselves to whatever appeared portable; Meigack, who had promised to introduce his wife to them, and his two sons accompanied by three other Esquimaux, were shown into the cabin, where, after much solicitation, they gave a specimen of their dancing. While Capt. Ross and his party were amusing themselves with the strange distortions of the dancers, and too absorbed in the contemplation of the singular scene before them, to pay particular attention to the actions of the other natives, Meigack took the opportunity to slip unobserved into the state room and purloined Capt. Ross' best telescope, a case of razors, and a pair of scissors, which he artfully concealed in his tunic, and then rejoined the party as if nothing had happened. He however did not escape the vigilance of the steward, who followed him on deck,

there charged him with stealing the articles, and made him return them, which he did without the least hesitation.

Capt. Ross now found fault with Meigack for not bringing his wife to see them, when he inquired if the Captain's nation consisted wholly of men, or if there were women amongst them. On this Capt. Ross showed him a portrait of Mrs. Ross, at which the whole party seemed much surprised, and for some time seemed to think that the picture was alive. A thought then suddenly seemed to strike them, that the ladies might be in the other ship, upon which they all set off for the Alexander, but finding their mistake they soon returned, evidently much disappointed. A parcel was in the mean time made up, as a present to their king Tilloowah and put into a canvass bag, but Sacheuse discovered that there was no great probability of the presents being delivered, on account of the pilfering disposition of the people, and therefore Capt. Ross determined to deliver them in person; the natives left the ship promising to return with some specimens of the iron, for which Capt. Ross undertook to give them a large harpoon, a lance, and a large piece of a broken spar, telling them at the same time that they should not be permitted to come on board, nor receive any further presents, till they brought it. The natives returned on the following day, but brought neither the iron nor the dresses, on which they were refused to come on board, when they became noisy and impertinent. They said they had been to Inmallick, a headland to the northward to procure stones, for the purpose of cutting off the iron from the rock, and they also gave the information that the water was clear of ice on the northern side of the Cape. This intelligence could not fail to raise the spirits of Capt. Ross as it inspired him with the hope of making some progress, as soon as he might be able to move from his present position.

On the 16th the large iceberg, which had so long defended the ships from the drift ice, and from the gale separated from the land ice, and took a southerly direction. Towards the evening the ice had opened sufficiently to warrant an attempt to effect a passage to the northward, but Capt. Ross being very anxious not to quit his position without some further communication with

the natives, a man was sent to the mast head to look out for them. The natives however not appearing, the ships cast loose from the ice, and made sail from Prince Regent's Bay. Capt. Ross giving the name of the Arctic Highlands to the country, being situate between the latitudes of 76° and $77^{\circ} 40'$ north, and the longitudes of 60° and 72° west.

On the 17th, the course was continued along the land at the distance of five or six miles, among numerous icebergs, and pieces of loose ice. It was now discovered, that the snow on the face of the cliffs presented an appearance both novel and interesting, being apparently stained or covered by some substance, which gave it a deep crimson colour. Many conjectures were formed concerning the cause of this appearance, and a party was despatched from the ship to bring off some of the snow. It was found that the snow was penetrated in many places, to a depth of ten or twelve feet by the colouring matter, and that it had the appearance of having been a long time in that state. On being brought on board, the snow was examined by a microscope, magnifying 110 times, and the substance appeared to consist of particles, resembling a very minute round seed, all of them being of the same size, and of a deep red colour. On being dissolved, the water had the appearance of muddy port wine, and in a few hours it deposited a sediment, which was again examined by the microscope, and on being bruised, it was found to be composed wholly of red matter, which, when applied to paper, produced a colour resembling that of Indian red. It was the opinion of Dr. Wollaston, that this was not a marine production, but a vegetable substance produced on the mountain immediately above it.

In the evening they came in sight of Cape Dudley Digges, where the situation of the ice obliged them to pass very close to the land, and as they approached the coast, a considerable swell was perceived for the first time, which was considered as rather a favourable omen. Cape Dudley Digges was found to be a few miles to the southward of the situation in which Baffin has laid it down; it appeared to form a precipice of about eight hundred feet in height, was perfectly clear of snow, and presented a yel-

lowish vegetation at the top ; behind it, at the distance of eighteen miles, there were seen high mountains, covered with snow. About six miles to the north of Cape Dudley Digges, a beautiful glacier was seen, filling up a space of four miles square, and extending several miles into the sea. Its height appeared to be, at least one thousand feet. To the northward several huts were plainly distinguished, which Capt. Ross was led to believe to be Petowack. Wolstenholme Island was now in sight to the northward, and as the ships were steering for it, with a fine breeze, and the sea almost clear of ice, all idea of communicating with the king of the Arctic Highlands was given up, the hope of attaining the grand object of the enterprize, being now raised to such a height, as to make that which was considered desirable a few hours before, an object of no moment whatever.

On the 19th, Carey's Islands were discovered, which may be considered as the highest degree of latitude which Capt. Ross reached, being in latitude $76^{\circ} 49'$ north, and longitude $73^{\circ} 10'$ west.

His course was now to the south west, and after passing several Headlands and Bays, which were named in honour of his private and professional friends, the expedition may be said to have arrived at that point, where all hope of obtaining the great object of the enterprise was banished, and by which, Capt. Ross exposed himself on his return, to the most severe animadversions, not only from the public in general, but even from some of the officers who accompanied him on the expedition. As the opinions which Capt. Ross then held, laid the foundation of the subsequent expeditions of Capt. Parry, and it may also be added of that expedition, which constitutes the chief feature of this work, it is considered requisite for the right understanding of the subject in all its bearings, that the statement of Capt. Ross should be fully laid down in order that it may be seen, whether the charges which were brought against him have been substantiated by future navigators, and whether he were in reality deserving of that obloquy, which was so indiscriminately and profusely heaped upon him.

On the 29th August, the nearest land was the southern point

of Bank's Bay, to which Capt. Ross gave the name of Cape Cunningham, and the mountains, which were seen at a distance were also named Cunningham mountains. The southern extremity of the land was named Cape Charlotte, being in latitude $74^{\circ} 32'$ north and longitude $79^{\circ} 30'$ west. The land could not be approached nearer than five leagues, on account of the packed ice. Between Cape Charlotte and the land, *a wide opening appeared*, but the wind shifting to the westward, it could not be explored; the wind shortly afterwards veering to the southward, the ships tacked, and stood in under all sail. On the 30th, the weather being thick and cloudy, they continued to steer so as to gain the middle of the opening, but the wind being light and variable, not much progress was made. The land was now seen, which forms the northern side of the opening, extending from west to north, in a chain of high mountains covered with snow. In a short time afterwards, the south side of this opening was discovered, extending from S. W. to S. E. forming also a chain of very high mountains.

It may be necessary to premise by way of elucidation, that this strait or opening was no other than Lancaster Sound, in which the reputation of Capt. Ross ran the risk of being wrecked, without the prospect of the slightest salvage being afterwards obtained.

The entrance of the channel was judged to be about forty-five miles wide, the land on the north side lying in an E. N. E., and W. S. W. direction, and on the south side nearly east and west. In the afternoon of the 30th, the wind having obliged the ships to stand to the south side, Capt. Ross had an excellent view of *the most magnificent chain of mountains, which he had ever beheld*: this chain, and the cape which terminates it, and forms the eastern extremity of the land on that side of the channel, was named after Sir Byam Martin, the comptroller of his majesty's navy.

During the 31st, much interest was excited on board by the appearance of this strait, *the general opinion being, that it was only an inlet*; the land was seen extending across, the yellow sky was perceptible, and the temperature of the water began to decrease. The mast's head, and crow's nest, were crowded with those who were

the most anxious, but nothing was finally decided at the setting of the sun. Early on the following morning, land was seen at the bottom of the inlet, but a thick fog coming on put an end for a time, to all further observation. *The land, which was seen was a high ridge of mountains, extending directly across the bottom of the inlet. This chain appeared extremely high in the centre, and those towards the north had at times the appearance of islands, being insulated by the fog at their bases.* Although a passage in this direction appeared hopeless, yet Capt. Ross determined to *explore it completely*, as the wind was favourable, and therefore continued all sail; the weather had now become variable, being alternately cloudy and clear, Mr. Beverley went up to the crow's nest and reported, that before the weather had become thick, he had seen the land across the bay, *except for a very short space.* Although all hopes were given up, even by the most sanguine that a passage existed, it was determined to stand higher up, and to put into any harbour, which might be discovered. As they stood up the bay, two capes on the south side were discovered, one of which was named after the Earl of Liverpool; the land which formed the boundary on one side of Catherine's Bay, was named Cape Hay.

Capt. Ross having issued his orders that he should be called on the appearance of land or ice a-head, and on its being reported that there was some appearance of the weather clearing at the bottom of the bay, he immediately went on deck, and in a short time afterwards the weather clearing; *he distinctly saw the land round the bottom of the bay, forming a chain of mountains, connected with those which extended along the north and south sides.* This land appeared to be at the distance of eight leagues. A continuity of ice was also seen at the distance of seven miles extending from one side of the bay to the other, between the nearest cape to the north, which was named after Sir George Warrender, and that to the south, which was named after Viscount Castlereagh. *The mountains which occupied the centre in a north and south direction, were named Croker's Mountains,* which mountains, Capt. Parry in his subsequent voyage sailed over. The south west corner, which formed a

spacious bay, completely occupied by ice, was named Barrow's Bay; the north corner, which was the last Capt. Ross made out, *was a deep inlet*, and as it answered exactly to the latitude given by Baffin of Lancaster Sound, Capt. Ross entertained no doubt that it was the same, and he considered it a most remarkable instance of the accuracy of that able navigator, a meed of praise which future navigators will not be much inclined to award to Capt. Ross, when sailing up Lancaster Sound, they look for the Croker Mountains.

Capt. Ross being now satisfied that there was not any passage in this direction, directed his course to the south east, and early on the 1st September, Cape Byam Martin was in sight. Towards noon, preparations were made for landing in a small bay to the northward of Cape Byam Martin, and the country was formally taken possession of, in the name and on behalf of his Britannic Majesty, and a bottle containing the proceedings of the ships, was buried on the summit of a conical mount near the centre of the bay.

In conformity with his official instructions, which were, that Capt. Ross should leave the ice about the 15th or 20th September, he now determined to prepare for his voyage homewards, coasting along the western coast of Davis' Strait, until he arrived in the latitude of Cumberland Strait, which may be considered as the most southernmost point which the expedition reached. It must however be observed, that the second in command, as well as the officers and crews of both vessels were dissatisfied; they believed their commander to be in error, and were but ill content to sail homeward, just as they seemed to be on the point of making some important progress in their search. Unmoved however by remonstrance or discontent, Capt. Ross returned home, and in the publication of his narrative, he was assailed from all quarters, which was not a little increased by the appointment of Lieut. Parry to the command of another expedition, which was instructed to sail up the very strait, the passage of which, according to Capt. Ross, was blocked up by the Croker Mountains, and where he had given it as his decided opinion that the passage was not to be found.

CHAPTER III.

THE LAST VOYAGE OF CAPTAIN ROSS, PERFORMED IN THE YEARS 1829-30-31-32 & 33.

THE failure of Capt. Ross' expedition, so far from discouraging the British government appeared to have given it a new impulse, and two vessels the *Hecla* and the *Griper*, the first commanded by Lieut. Parry, and the latter by Lieut. Liddon, were prepared for a new expedition. The ships were victualled for two years, with all the strength that naval architecture could devise, and with the most liberal regard to the comfort of the crew, the majority of whom had been employed on the expedition of Capt. Ross. It was the opinion of Lieut. Parry, as well as several of the officers who had accompanied Capt. Ross, that the researches in Lancaster Sound had been prematurely abandoned, and that Capt. Ross had in several instances committed himself in the report, which had been drawn up of the proceedings of the *Isabella* and *Alexander*, whilst in the vicinity of the Croker Mountains. The most sanguine expectations were therefore entertained by Lieut. Parry, of being able to effect the passage in the very quarter where Capt. Ross had relinquished the undertaking, and accordingly he directed his course direct for Lancaster Sound, which he entered on the 29th July, in latitude $73^{\circ} 51'$ and longitude $82^{\circ} 50'$. After encountering many difficulties, he sailed up a strait to which he gave the name of Barrow's Strait, and entered an inlet ten leagues broad, which he called Prince Regent's Inlet. Having sailed up this inlet one hundred and twenty miles, his further progress was arrested by a solid bulwark of icebergs; he therefore returned to its entrance, and continued his course westward, giving names to various bays, headlands, &c., until he arrived in the longitude

of 110° west, where his crew became entitled to £5000.; the only parliamentary reward, which has ever been claimed.

After passing a long and dreary winter at Melville Island, the expedition reached in the following year the most western point by thirty degrees, which had been yet attained to the northward of the American coast, being $113^{\circ} 48' 22''$ west longitude, and $74^{\circ} 27' 50''$ north latitude. It here became evident from the solid appearance of the ice, that farther progress in that parallel was impossible, and the expedition returned.

The result of the last voyage having considerably strengthened the hope of a passage being to be found, although in a lower latitude; a new expedition was equiped, and Capt. Parry, having been promoted, sailed in the Hecla and Fury in 1821; proceeding westward through Hudson's Strait to the Repulse Bay of Middleton, which he carefully surveyed, without finding any second outlet. After passing the winter, he made sail through Fox's channel, and with considerable difficulty entered a strait, which he named after his ships, "the Hecla and Fury." Here he passed a second winter, making several land excursions on Melville Peninsula and Cockburn Island, which closed the proceedings, the sickly state of the crews making an immediate return necessary.

The information gained by this voyage proved the impossibility of a communication with the Polar Sea in that direction, but it was hoped that the desired passage might still be discovered through Prince Regent's Inlet, and Capt. Parry was again appointed to make the attempt in this direction. He sailed in 1824; after wintering at Port Bowen, he succeeded in penetrating as far as longitude $91^{\circ} 50'$ west, and latitude $72^{\circ} 42'$ north. Here one of the ships, the Fury, was nipped by the ice, and it was found necessary to make some repairs: during the removal of her stores, she was further damaged by a violent storm, and there became no alternative, but to abandon her. Such provisions and stores as were not required were made secure on Fury Beach, and the Hecla returned to England. Capt. Parry made a fourth voyage the following year, with the aim of reaching the North Pole, but not a single discovery was made worthy of any notice, and so utterly destitute was the expedition of all interest or ad-

vantage, that it was regarded in the character of a Quixotic undertaking, and met with general ridicule and censure. It may indeed be considered as the last of the government expeditions, for although the country raised not a murmur at the expence incurred in the previous voyages of Capt. Ross and Parry, so long as a great and national object was to be attained, yet severe indeed were the animadversions, which were cast upon the government, for advancing any sum of money on an expedition, which might gratify the adventurous spirit of the projector, but the result of which was to be nothing more than fixing a broomstick with the colours of England attached to it, in the ice, on a particular spot of the globe, and then having given three hearty cheers, to retrace their steps and leave the broomstick with its appendage, to be swept away by the next storm, or perhaps to frighten the first bear, which might venture within view of so alarming an object. From this expedition, it was augured that Capt. Parry would return on, or before the ensuing quarter day, and the augurs were not wrong in their divinations.

In the mean time, whilst Capt. Parry was prosecuting his discoveries amongst the Esquimaux in the west, and in the north was attempting to grasp with his hand the spindle of the globe, in the former of which he had completely falsified the report of Capt. Ross, as far as the geography of Lancaster Sound was concerned; and in the latter had furnished an additional proof, if any were wanting, that John Bull is an animal more easily to be gulled, than any other in the great menagery of human bipeds; Capt. Ross was domiciliating amidst his native heather at Stanraer or elsewhere, casting ever and anon like his great prototype Columbus, a wistful eye towards the westward, but from some strange and unaccountable associations, which must have been floating in his mind, he always averted his look from the mountains which bounded his prospect to the northward.

At times the buzz of popular ridicule reached him in his seclusion, and in a bright and glorious moment of his life, rushed the grand conception into his mind, that although a man may have failed once in the accomplishment of a favourite project, it does not follow either logically, philosophically, or naturally,

that he should fail a second time. Deeply indeed did he feel the stigma, which had been cast upon his character, and certainly it must be admitted, that he was incessantly persecuted by the malignity, as well as the ignorance of a host of pseudo critics, philosophers and men "learned in science," who did not hesitate in the most unblushing manner, and without the slightest regard to the already too deeply wounded feelings of Capt. Ross, to promulgate their opinion, that even if a north west passage did actually exist, he was not exactly the man to find it out; in which most strange and impertinent opinion, no one could possibly differ from them more than Capt. Ross himself. In the thermometer of public estimation the gallant captain stood, like his thermometer in Lancaster Sound, twenty degrees below Zero; and with the Admiralty, as our gallic neighbours would term it, he stood *en mauvaise odeur*, so that although he expressed his thorough conviction that the discovery of the north west passage was yet to be accomplished, yet the heads of that department, either from a gross fatuity, or a stupid inability, properly and justly to appreciate the merits of Capt. Ross, did not seem in the least disposed to furnish him with the opportunity of verifying his conviction, arising perhaps from their having privately a conviction of their own, that the conviction of Capt. Ross was not founded on truth; in vain he urged that he was not the first individual on record, who had returned from a voyage or a journey, and had reported the discovery of an object, which although it might have been actually in existence at the period of its discovery, was not to be found on the following day: and by way of illustrating this part of his defence, he quoted the very apposite affair of a certain renowned general, who being asked by his inquisitive monarch, if he had discovered any thing between Windsor and London, most sagaciously replied, that he had discovered a great fog on Hounslow Heath, which certainly was not to be found on his return to Windsor on the following day. Despite however of this powerful argument, the Lords of the Admiralty remained enshrined in their official sullenness; in the opinion of Capt. Ross, a degree of torpor had come over them truly alarming to the country, and he now began to perceive

that as Hope* had departed from the Board, and from the world also, there was little or no hope left for him.

It cannot excite any surprise that the anxiety of Capt. Ross, to purify himself from the obloquy that clung to him, should have been so intense; smarting as he was under the castigation which he was continually receiving, and the severity of which was increased on the return of Capt. Parry, reporting that he had safely sailed over the Croker Mountains, and had penetrated nearly two thousand miles beyond them; but then, who was the individual that had pointed out to Capt. Parry, the route by which he was to steer—who, but Capt. Ross himself? Who had laid down so exactly the latitude and longitude of the place, that a collier's boy could have navigated the vessel directly towards it—who, but Capt. Ross himself? Who was the person, that had brought home some of the mud of the sound, which his deep sea clamm had raised from the bottom of the ocean, at a depth of six hundred and fifty fathoms—who, but Capt. Ross himself? then let the great principle of Nelson's motto be acted upon; let not the *Palmarum ferat, qui meruit* be withheld from Capt. Ross; nor Capt. Parry be allowed to deck himself with the plumes, which belong so indisputably to another.

Various indeed were the causes assigned for the conduct of Capt. Ross at the termination of his first voyage, acting as he did against the avowed opinion and advice of the officers under him, and while one ascribed his failure to pusillanimity, a second was inclined to attribute it to sheer ignorance and incapacity; a third to a kind of second sight, peculiar to his countrymen, who sometimes see things, which have no existence in reality, and a fourth sought for it in the jealousy and selfishness of the Hudson's Bay Company. It is true, that in 1752, one Joseph Robson, who was a surveyor to the company, and who had resided six years in the country, published a book, in which he assigns the reason, that the monopolizing spirit of the Hudson's Bay Company, is the sole cause of the discovery of the north west passage not having been accomplished. Robson says, from the information collected

* Alluding to Sir George Hope, the patron of Capt. Ross.

from the *Ésquimaux*, who came from the westward, that the passage undoubtedly exists, but that so long as the Hudson's Bay Company oppose the discovery, it will be in vain to attempt it. An anonymous writer, on discussing the premature return of Capt. Ross, alludes strongly to this opinion of Robson, and says there was something suspicious in the Captain of the *Isabella* giving a signal to return, without any just reason, when he was just in sight of the desired object, of which all the other officers complained; but on his return he ordered them to deliver up all their papers, in order that he might publish just what he pleased; by way of a climax, this most sapient and acute writer observes, "the ancient Phœnicians, when others began to follow in their track, in order to share their trade, misled them, and even ran the risk of losing their own ships and also their lives."

The foregoing is merely given to show the extent to which the invention of some persons carried them, for the purpose of attaching odium and obliquy to the character of Capt. Ross. In the first place it accuses him by implication of allowing himself to be diverted from his duty, at the secret instigation of a third and highly interested party, for some purpose of private emolument or aggrandizement; for we are warranted in drawing the conclusion, that no one will relinquish a certain benefit, if a greater were not offered to him. The charge, however, against the Hudson's Bay Company carries with it its own refutation, for so far from that company being in any degree injured by the discovery of the north west passage, they would reap greater advantages from it, in a commercial point of view, than any other individuals. The discovery of the north west passage had never any direct relation with the commerce of the Hudson's Bay Company; in fact, it was sought to be discovered long before that company was in existence; its original intent being to obtain a shorter route to China and India, and thereby wrest from the Portuguese the sovereignty of the Indian trade, but it is now become rather a geographical problem, than an object of commercial rivalry, for even should it be discovered, it is admitted by all parties, that its difficulties and obstacles are of so formid-

able a nature, as to make it next to an impossibility to render it a general channel of navigation.

There were not indeed those wanting, who saw in the conduct, which the agents of the Hudson's Bay Company, as well as of the North West Company, observed towards Capt. Franklin a latent disposition rather to frustrate him in his attempt, than to contribute to its success, and thence they argued, that there might be some ground of truth in the report, which was circulated relative to the conduct of those companies towards Capt. Ross. Now in the first place it should be observed that in no part of Capt. Ross's voyage, did he come into collision with any of the factors or agents of the Hudson's Bay, or the North West Companies, nor in his intercourse with the natives did he obtain any information, which could authorise him to conclude that their excursions had ever extended within the range of the hunters of the companies, or of those, who trafficked with them. It should also be considered that if any lukewarmness or neglect existed on the part of the agents or factors of the two companies, to render to Capt. Franklin the assistance that was required, and for which they were to be remunerated by the government of this country, it arose more from the unextinguishable, and in some instances rancorous spirit of jealousy, which existed between the two companies, than from any distrust or alarm which they might have entertained as to the injury which their commerce would sustain, were the north west passage to be discovered.

The foregoing subject has been slightly touched upon in the fullest spirit of impartiality, in order to exonerate Capt. Ross from some of those insidious and malicious charges which were brought against him, and which, as is generally the case, were attended with all those exaggerations and amplifications, which the most fertile invention could supply, or the most degenerate malignity could circulate. To exempt Capt. Ross from all blame is, however a task, which we will not undertake. Had he been supported in his opinion relative to the existence of the mountains, which presented such an insuperable barrier to his further progress, had he even made the attempt to convince himself that the moun-

tains were not an illusion, caused perhaps by the power of refraction, he would have been spared a great part of the odium which was subsequently cast upon him, and have been perhaps the discoverer of those lands, which was afterwards effected by Capt. Parry in the same quarter.

It was by no means improbable that a narrow strait might have existed through the mountains, but this objection was answered by Capt. Ross himself, who says, that even if such strait did exist, it must be evident that it would be for ever unnavigable, and in fact that there was not any chance of ascertaining its existence, since all approach to the bottom of the bay was prevented by the ice, which fills it to so great a depth, and which appears never to have moved from its position.

This is all very plausible on the part of Capt. Ross, and is given by him in extenuation of his defective conduct, but the gravamen of the charge still remains unaltered with all its force and damnable adjuncts. Capt. Ross by acting in opposition to the advice and opinion of his officers, took upon himself the whole weight of the responsibility, and on his return to England, the satirists and the caricaturists selected him as a choice object, on which to exercise the severity of their talents. By the latter he was represented marching in procession to the admiralty, with all the trophies of his successful voyage, and the name of Ross and the north west passage became the by-word for every thing that was highly farcical and comical.

The next best thing, which a man can do after having lost his character, is to do all he can to retrieve it, and it was not to be expected that Capt. Ross could sit tamely down with all the load of obloquy upon his shoulders, and not make some attempt to remove it. There is even some merit attached to the attempt, for it shows that there is still a spirit of conscious rectitude residing within, and an anxious desire to shew to the world the great errors, and blunders which it is apt to make, in forming an estimate of private character; in fact, it must be so far complimentary and consoling to Capt. Ross to reflect that, even if any other person than himself had projected another expedition to the Arctic Regions, for the discovery of the north west passage, it

would have met with the same decided refusal from government, for although these expeditions might gratify the visionary and enthusiastic minds of some individuals belonging to the admiralty, the voice of the people began to be heard, touching the expenditure of the sums of money which were necessary for their equipment, and the result of which foreboded nothing but discomfiture and disappointment, with the exception of enlarging the boundaries of the foreign possessions of the British empire, by the addition of a few thousand acres of snow and ice, and of formally taking possession of a country as an appendage to the British crown, which it is most probable no one will ever visit again: it is true indeed that Capt. Ross discovered that *somewhere* in the country of the Esquimaux (who, as their country has been formally taken possession of, though without their leave or knowledge, are now the lawful and grateful subjects of his Britannic majesty,) the mountains, or the vallies, or the interior of the earth, (he could not discover which) abounded with iron, and he certainly exerted himself most strenuously to bring a bit of it home with him, as a valuable addendum to the other natural productions of the country, with which his ship was laden; but, although a crowd of speculators could be found to expend their money foolishly and thoughtlessly, in the working of the South American gold and silver mines, yet from some most unaccountable inattention and disregard to their own interests, not one could be found, who, on the return of Capt. Ross, could be induced to speculate in the iron mines of the north, notwithstanding, the flattering prospect presented itself to them, of enjoying the monopoly without the fear of a rival.

Notwithstanding the royal society, the geological society, the geographical society, and even the zoological society, were all more or less interested in the Arctic discoveries, not one of them seemed disposed to advance any portion of their funds towards the equipment of another expedition, and Britain would have to regret having lost the accession of the valuable country of Boothia to its dominions, had not a noble spirited individual stepped forward, and from his own private purse supplied the funds requisite for the fitting out of a vessel, which in despite of icebergs, and

mountains, was to carry the flag of Britain into the Pacific. This individual was Felix Booth, Esq., late one of the sheriffs of London, who possessing a generous confidence in the ability of Capt. Ross, and a sincere sympathy for the poignancy of his feelings, deserted him not in the extremity of his distress, and nobly stepped forward with the true spirit of patriotism and disinterestedness, to replace on the brow of his gallant friend, the laurels, which envy and malignity had so unjustly and undeservedly torn from them. It must however, not be omitted to state, that a portion of the expence was defrayed by Capt. Ross himself, independently of which he had to engage the crew at his own risk; government not even guaranteeing the comparatively trivial expense of wages.

After inspecting several vessels, Capt. Ross finally purchased the Victory, which was originally a Liverpool trader, but in the opinion of many nautical men, who examined her, she did not present that promising appearance which ought to accompany a vessel, destined for the service in which she was to be engaged. In March 1829, she was taken into Mr. Fletcher's dock, at Limehouse, for the purpose of being fitted out for the expedition, it being the determination of Capt. Ross, that she should combine the advantages of steam power with the perfect capability of a sailing vessel. It however became a problem insoluble by many accustomed to the navigation of the Arctic seas, as to the manner in which a steam engine could be rendered of any use, when navigating among fields and floes of ice; on the contrary, whether it would not prove rather an incumbrance, and an appendage more to be deprecated than coveted. Originality is one of the characteristics of genius, and as no decided proof of the possession of that great virtue, had been as yet given by Capt. Ross, it was perhaps, most advisable and politic in him to attempt something, which had never been attempted before, and which, in the plenitude of their natural dulness, not one of his predecessors had ever thought of. Great, original, and glorious indeed was the idea of ploughing the Arctic fields of ice, by means of steam, and if need required, by the same power of towing an iceberg from its position, where it might appear to

obstruct the passage to the attainment of the grand object which the gallant navigator had in view ; in fact, if a premium had been offered by any of our scientific societies for a project, the chief merit of which was to consist in its total inability of being carried into execution, no one will deny that Capt. Ross, amongst a host of candidates, would be the most likely man to whom it would have been awarded. It must however be observed, that Capt. Ross was peculiarly unfortunate in the choice which he made of the engine, for although the principles on which it was constructed might be according to the strict rules of science, yet as it was almost the first of its kind which had undergone the test of a trial, so it should have been the last to have been affixed to a vessel, about to sail on an expedition, where the utmost strength would be required, which the power of machinery could produce.

The engine was built on a plan of Crichson, and fitted up by Braithwaite, the boilers were two and twenties, containing 360 gallons, the length of the fore and aft part of the boiler 10 feet 6 inches, diameter 17 inches, spur wheels 2 feet 6 inches paddled ; without the paddles in diameter 8 feet, breadth of the paddles four feet 6 inches, length 2 feet 6 inches, length of each frame 13 feet, breadth 2 feet, weight eighteen hundred. In the month of April, a few trials were made on the river, but the engine by no means answered the expectations which had been formed of it, on the contrary its defects were too manifest to excite any hope of obtaining any benefit from its use.

*The following were the Names of the Persons composing the Crew of the Victory.**

CAPT. JOHN ROSS, R. N.

COMMANDER JAMES C. ROSS, R. N.

Mr. WILLIAM THOM, R. N.

Mr. J. Mo'DIARMID, Surgeon.

Mr. BLANKEY,

Mates.

Mr. THOMAS ABERNETHY,

R. N. Gunner.

* The Persons, whose Name is printed in *Italics*, are since dead.

Mr. C. THOMAS, R. N.	}	Carpenter.
Mr. G. TAYLOR.		
Mr. ALEXANDER BRUNTON, Engineer.		
ALLEN Mc'INNIS, Second Engineer.		
Mr. I GHT, Steward.		
Mr. SHRIEVE, Carpenter's Mate.		
HENRY AYRE, Cook.		
RICHARD WALL, a Petty Officer.		
THOMAS MARSLIN, Armourer.		
JOSEPH CURTIS, Seaman.		
JOHN PARK,	do.	
JOHN WOOD,	do.	
ANTHONY BURK,	do.	Lost his sight by excessive fits.
DAVID WOOD,	do.	
JAMES DIXON,	}	These three volunteered from the John at Greenock, and were never at sea before.
BARNEY LACHEY,		
GEORGE BAXTER,		

As was the case in the former voyages of Capt. Ross and Parry, the regular agreement was entered into with the officers and men, that on their return to England all papers, writings, documents, plans, drawings, &c., which they might have made during the voyage, should be delivered up to Capt. Ross, in order to prevent any other account of the proceedings of the expedition being published, than what proceeded from Capt. Ross himself. It is particularly necessary that this circumstance should be borne in mind, for as that agreement has been avowedly infringed, the character of certain individuals becomes materially affected, in having supplied the materials for the compilation of the present work, and must in a certain degree tend to excite the suspicion, that the information which has been furnished, is not of an official or authentic character.

It must also be remarked that Capt. Ross himself had by public advertisements, and every other means in his power, circulated a report to that effect, when he must be himself aware that the infraction of the agreement, on the part of any of his officers or

men was not done, until he had himself infringed the agreement which he had entered into with them. It was amongst other things, which will be hereafter noticed, stipulated that in case the men should at any time be short of provisions, they should then receive double pay, which was to be paid them on their arrival in England. That this paucity of provisions did take place, amounting to almost positive starvation, cannot nor was denied by Capt. Ross, but so far from this part of the agreement having been fulfilled, an objection was raised to the payment of even the usual wages to the men, on the pitiful plea that the moment that they were taken on board the *Isabella*, they could not consider themselves as forming any part of the crew of the *Victory*, which had been abandoned, and consequently as their duty as seamen had ceased, they were not entitled to the payment of the stipulated wages.

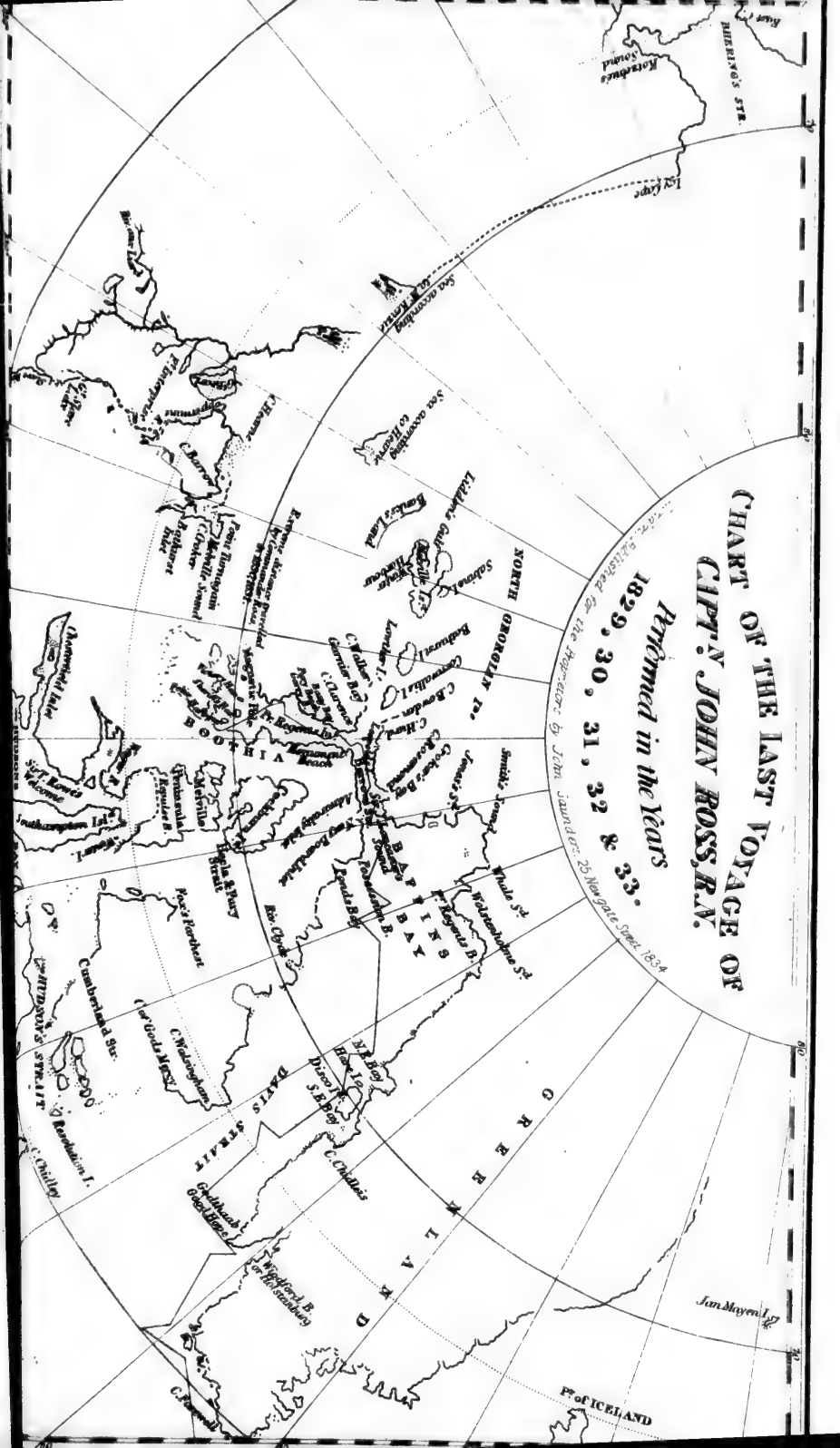
This subject will, however, be more fully discussed at the close of the work, when we shall also enter more fully into a detail of the extraordinary, and it may be added ungenerous and unjust circumstances of the refusal of the government, to award any compensation to the men employed in the expedition, on the ridiculous and erroneous plea, that no precedent could be found for it, whereas one was actually existing in the case of the reward of Government to Capt. Parry, of £5000, on his penetrating beyond a certain longitude, which sum was divided in the customary proportions between the officers and crew, whereas in the case of Capt. Ross, who it is well known by all the crew, was almost the most ineffective man on board, the entire sum of £5000 has been awarded to him to the total exclusion of all the other persons composing the crew, and particularly of Commander Ross, to whose skill, energy and enterprise, may be ascribed all the success by which the expedition was distinguished.

. On the 23rd May, the steam being got up, the *Victory* cast off from the buoy at Limehouse, and sailed down the river. Whilst off Deptford, a number of useful articles were obtained from his majesty's dock yard, which it was conjectured would prove highly useful on the voyage, and conducive to the health and

CHART OF THE LAST VOYAGE OF CAPT^N JOHN ROSS, R.N.

Performed in the Years
1829, 30, 31, 32 & 33.

As Published for the Hydrog. by John Juntus: 25, N. Yorkgate Street 1834



comfort of the crew, on their arrival in the northern latitudes. Whilst on the passage down the river, part of the engine gave way, which doubtless presented a flattering prospect of the great value which it would possess, when put in action to propel the vessel through a floe of ice, when it broke down even on the smooth water of the Thames. On the arrival of the Victory at Woolwich at 3 o'clock, it being then high water, the accident was repaired, and the crew were paid their wages in advance. At four o'clock, the Victory cast off from the buoy, amidst the cheers and acclamations of the people on shore, and the crowds that were assembled round the ship in boats. The weather was beautifully serene and clear, the silken colours of the Victory fluttered in the breeze, with their golden ornaments, being the handy-work of a lady, who presented them to Capt. Ross, as a token of her admiration of the noble spirit, which urged him to brave the perils of the icy regions, in a laudable attempt to promote the interests of science and of commerce. It was a sight at once exhilarating and flattering to the spirit of the nation, to witness the enthusiasm which appeared to pervade the mind of all ranks of people, as they cheered the gallant vessel, which was destined perhaps to carry the flag of Britain, where no flag ever waved before, and to complete an achievement, which had occupied the maritime spirit of the country, from the earliest period of its history.

At Woolwich, Capt. Ross obtained from his majesty's dock yard, a very fine launch and two boats, that were out with Capt. Franklin, with all their guns, equipments, and stores. At Gravesend, the pilot was taken on board, and having put the mechanics on shore, the Victory steamed down the river until her arrival off Margate, where Sheriff Booth, his brother, and Capt. Duke, R. N. were put on shore, bidding farewell to their gallant friends, and wishing them a safe return to their native land. In the Downs, the wind freshening to the eastward, the engine was stopped, the paddles hove up, and at 9 A.M. took in all sail, except the close reefed fore topsail, foresail, and fore and aft main sail. It may be necessary to remark, that the Victory was

rigged out in a peculiar manner, being square-rigged in her foremast, and schooner-rigged in her main and mizen masts.

On the 25th, it was cloudy weather with a strong breeze at N. E., at midnight passed Portland Lights, and at 5 A. M. the motion of the ship, and swell of the sea, broke one of the launch's tow ropes, which obliged them to stand under lee of the Isle of Wight, for the purpose of getting it repaired. The wind abating a little, they made sail and passed the Eddystone, when the weather becoming still more moderate, they set all studding sails, but soon after took them in, and hauled round the Longships.

From the 27th to the 30th they stood off and on, making but little progress, the wind being about N. W.; but on the 30th the wind coming more round to the westward, they lay along the land; in the course of the night, the wind veered to the northward, and they tacked to the westward. On the 31st they set the engine to work during the day, but stopped it at night and hove the paddles up, having made little more than a knot an hour. Finding that they did not gain any thing by tacking, they furled all sails, sent down the yards and attempted to steam to windward, in which they continued until 4 A. M. of the 1st June, but they were soon obliged to have recourse to their sails again, as the steam scarcely enabled them to keep their course, and so far from making any progress, they were driven somewhat to leeward. On the 3d they passed Holyhead, but the engine proving defective, having broken the starboard key of the intermediate shaft, they were obliged to put into Port Douglas, in the Isle of Man, where they brought up in the bay in seven fathoms water, at 5 A. M. of the 5th June. Capt. Ross went on shore, and sent off a supply of fresh beef, water, spars, deals, &c. The decks of the Victory were soon crowded with visitors, amongst whom was the governor, who invited Capt. Ross, and Commander Ross to dine with him. A supply of shoes, stockings, shirts, &c., was also obtained at Port Douglas, and the engine being repaired, Capt. Ross became anxious to proceed on his voyage, in order to reap all the advantages which the season could afford. The wind however, being to the north westward,

they were obliged to remain until the 7th, when the wind came easterly, which blows right into Port Douglas. They however got under weigh, and with all studding sails set, made sail for Port Logan, North Britain. The keys of the shaft being shipped, the steam was got up with the lee paddle down, in order to assist the vessel in turning to windward. They now stood over for the west coast with all sail set.

On the 8th a serious accident happened to William Hardy the stoker, who had one of his arms nearly cut off by one of the spur wheels, whilst in the act of oiling the piston rod. It was found necessary to amputate the arm, and on the following morning on arriving at Port Logan, Hardy was sent on shore, whence he was conveyed in a cart belonging to Colonel Macdowall, to Capt. Ross' house at Stanraer, where a second amputation took place, but where according to his own report, he did not receive that attention which the severity of his case demanded. At this place a number of articles were sent on shore, which Capt. Ross considered as useless, and the ship was visited by Colonel Macdowall and Mr. Adair, the brother-in-law of Capt. Ross, both of whom sent a fine bullock on board, with the requisite quantity of fodder. Capt. Ross granted permission to the crew to go on shore for a walk; and they were escorted about the place by the preventive service men, who took them to a fine pond, that is fed every tide, in which there are some scores of codfish, which are so tame that they will come and eat out of the hand.

On the evening of the 10th, the Victory got under weigh, and made sail with a light breeze from the south west. At midnight come too with a kedge anchor off Port Patrick, and on the following morning weighed and made sail with a boat towing ahead; an easterly breeze springing up, took them to the entrance of Loch Ryan, where they came to at 8 P.M., and Mr. Thom came on board in one of the John's boats. At 4 A.M. got under weigh, arrived at the Kern Point, and made fast to the John of Greenock.

A circumstance of rather a serious and disheartening nature here took place, and which was not by any means calculated to

instil into the minds of Capt. Ross or his officers, that sentiment of mutual confidence, which ought to subsist between all parties when engaged on an expedition of the peculiar nature of the present one, and where the most active co-operation was necessary, in order to insure even a comparative degree of success. The John had been engaged by Capt. Ross to carry out the stores, and having performed that service, she was to bring home whatever was valuable belonging to the wreck of the Fury, and to complete her cargo with oil or any other commodity that could be obtained; in fact, she was to be considered in every respect as a trading vessel, without any relation to the object of the expedition, no further than conveying the stores which were to be shipped into the Victory, on arriving at a particular point of their destination.

The season was however too far advanced to expect any great success in the whale fishery, for the whaling ships had reached their fishing ground before even the Victory had sailed from the Thames; and therefore a suspicion began to arise in the minds of the crew of the John, that they would be required to winter in the Arctic Seas, at all events, that a great risk was run of being so beset in the ice, as to render a return in the course of that year, an object almost impossible to be effected. Whatever conveniences might have been made on board the Victory, for a winter sojourn in the arctic seas, it must be admitted that the John was not in any respect so equipped, as to divest from the minds of the crew, all apprehensions of the great sufferings which they would have to endure, were they to be obliged to winter amongst the ice, and especially as the John was not a vessel either in her make, construction, or defensive arrangements, able to contend with the dangers of a navigation amongst fields of ice, which the stoutest vessels are sometimes unable to surmount. The loss of the Fury, fitted out as she was with all the strength which naval architecture could bestow upon her, was to the crew of the John, a serious warning of the fate which would most probably befall them, were they obliged to winter amongst the ice, and totally bereft of any of those comforts which would be actually necessary, to enable them to survive the rigour of the climate. With these

gloomy impressions on the minds of the crew of the *John*, little surprise need be excited at the condition which they imposed upon Capt. Ross, that in the event of their sailing in the *John* they should not be called upon to navigate the vessel beyond a certain latitude, and that security should be given to them, that they should not be obliged to winter amongst the ice. To these some other conditions were attached, to which Capt. Ross refused to accede, and the crew of the *John* expressed their determination not to proceed on the voyage. This untoward circumstance placed Capt. Ross in a state of great embarrassment, as it became a question, whether the crew of the *Victory* would sail without the *John*, but he was happily relieved from all anxiety on this point, for on Capt. Ross putting the question to the crew, whether they would proceed on the voyage without the *John*, they one and all gave their consent, and every exertion was immediately made to tranship the stores from the *John*, in order that no further time might be lost, and that the crew of the *Victory* might not be exposed to any sinister influence, which the refractory spirit of the crew of the *John* might attempt to exercise upon them. Three of the crew of the *John*, James Dixon, Barney Lachey, and George Baxter, volunteered on board the *Victory*, but never having been at sea before, their services could not prove of any great value; almost all the remainder, taking the advantage of the absence of Capt. Ross and his nephew, who were gone to the house of the former at Stanraer, left the ship, and the whole of the duty of the removal of the stores of the *John*, now devolved upon the crew of the *Victory*.

On the 13th, Mr. Thom went in the preventive boat to Stanraer, and on the same day Mr. Adair brought on board a large quantity of garden stuff, viz. cucumbers, radishes, lettuces, onions, &c., but at the particular request of Capt. Ross, he left the ship for the purpose of going to Stanraer in search of Mr. Thom, in order to hurry him on board, as a fair wind had sprung up, and Capt. Ross was unwilling to lose the advantage of it. In the evening Mr. Thom and Mr. Mc'Diarmid came on board, and shortly afterwards the *Victory* cast off from the *John*, giving her three hearty cheers, but which were not returned with that spirit and animation, which usually belong to the British sailor.

During the night of the 13th, the wind came on to blow strong from the westward, with a heavy sea; two of the hands were sent up to clue up the fore top gallant sail, when the head of the foremast gave way, but fortunately no other damage was done the men had almost a miraculous escape, and as the wind shortly afterwards abated, all hands were employed in clearing away the wreck. From the 15th to the 17th, the weather was squally with violent gales, and on the 18th Loch Swilley was in sight, twenty four miles, bearing south. The wind moderating they made all sail, and stood away S. W. bearing away for Loch Swilley, where an Irish fishing boat came along side, from which some fine mackarel were obtained. Towards evening a breeze springing up from the southwest, Capt. Ross determined to alter his course, Loch Swilley then bearing south eight miles.

On the 22nd, the anchors were stowed away; a brig was seen standing to the southwest, with strong breezes and a heavy sea and the ship labouring very much on account of the launch, which they had in tow at the stern, and which proved of the greatest hinderance and impediment to the sailing of the ship.

As yet little or no benefit had been derived from the steam engine; the boilers were found to be defective, and the carpenter and engineers were constantly employed on the repairs. On the 23rd, they reported to Capt. Ross that the engine would be ready in about eight or nine days, but it now began to be the prevailing opinion amongst the crew, that the engine was not made on those principles as to insure any decided advantages, but would rather operate as a check upon the sailing properties of the vessel.

It was now reckoned that the Victory was half way to Cape Farewell, and the 24th being the birthday of Capt. Ross, one of the bullocks was killed, and the crew were regaled with an extra allowance of grog.

On the 26th, the engineer reported the boilers to be once more tight, and the small bellows repaired, but from the variable state of the weather, little or no use could be made of the engine.

A number of birds were now seen, which announced their approach to land, some of which were shot by the crew, and were found by no means to be unpalatable. They are known by

the name of the sheerwaters, and like the awks, abound in prodigious numbers on the coasts of Greenland, and some of the islands in Baffins Bay.

As they were now approaching the latitudes, where fresh water ice was to be obtained for the boilers of the steam engine, the engineer was busily employed in connecting the feed pump to the small engine, from which a great benefit was expected. not only in alleviating the labor of the crew, but in expediting the progress of the vessel. The Norway yawl was also got in repair, and every preparation was made for overcoming the obstacles, and providing for the difficulties which they were on the eve of encountering, and to which they looked forwards with a truly noble spirit, resolving to show that, although success might not attend their efforts, the failure should not be attributed to want of energy or resolution.

The 28th being Sunday, the whole crew attended divine service, a practice which much to the credit of Capt. Ross, was religiously observed during the whole of the voyage, excepting on those pressing occasions, when the navigation of the vessel peremptorily demanded the services of the crew.

A quantity of fern was now seen floating on the water, a certain indication of the vicinity of land, and a good look out was kept for Cape Farewell. On the 1st July a suit of warm clothing was issued to every man, and other necessities provided as protectors against the inclemency of the climate, which it would shortly be their lot to endure.

On the 4th Commander James shot a solan goose, which formed a dainty dish for the inmates of the cabin, but the sailors gave the preference to the usual fare. The weight of the goose without the feathers was 6lb 2oz.

On the 6th they had strong breezes from the southward and the eastward, by which the ship made one hundred and thirty miles in twenty-four hours; but they were obliged to shorten sail on account of the great strain which was on the tow ropes of the launch. On the same day a bottle was hove over-board, with a letter in it, detailing the proceedings of the vessel, the latitude being 60° 10' N. The wind continuing fair, the ship

made on the 7th one hundred and forty-five miles, in twenty-four hours, and on the 8th the first land was seen; on the same day a large tree was picked up, which measured 32 feet in length. A great number of birds of different kinds were now seen flying in all directions, many of which were shot by the crew, but principally the sheerwaters, the average weight of which was thirty-two ounces; several fish were seen on the 9th; and on the 10th the provisions that had been shipped on board the John, were taken out of the launch, from a fear that as they were approaching the ice, some accident might occur by which the stores would be lost.

On the 12th being Sunday, no divine service could be held on account of the occupations of the crew, and particularly the engineers, who were employed the whole of the day in putting the engine into a proper state for action, which was to be tried as soon as a requisite quantity of ice could be obtained for the filling of the boilers. The crew were chiefly employed in picking up the drift wood, which was floating in abundance about the ship, and which was too precious a commodity to neglect every opportunity of obtaining.

On the 13th the first iceberg was seen; the land being in sight, and a boat was sent out for the purpose of loading her with ice, as they were not only very short of water, but it was required for the purpose of the steam engine. The boat succeeded in obtaining a cargo of fresh water ice, and there being no fear of a regular supply of ice being to be had, the furnace was kindled for the purpose of trying the connecting machinery of the feed pump, to work with the small engine without the assistance of the crew. The steam was got up in one boiler; the connecting machinery answered well, but the small bellows required all the force which could be applied to it. A fair wind springing up, all sail was set, the land being still in sight, and a brig was seen standing in for it; a number of whales were also seen, one of which came so near the ship that it was fired at, but it was not ascertained whether the shot took effect.

On the 4th, a very large iceberg was seen from which some

more ice was obtained, and as there was now an abundance of fresh water, soap was distributed to all the crew, and nearly the whole of the 5th was employed in the washing of their clothes. The wind still was fair and on the 15th, the engine was got ready for starting, but a heavy sea running on the following day, with strong breezes, it could not be brought into action. On the 17th the weather having moderated, preparations were made for getting up the steam; the fires were lighted and all hands blowing at the small bellows. The steam being up sufficiently to work the small engine, the larboard paddle wheel was lowered, and the steam set on. For about three hours, the engine appeared to work well, but then on a sudden it gave way and the steam was let off. Not a moment was lost in attempting to discover where the defect lay, when it was ascertained by the engineer, that two of the pipes in the fore and aft boiler had burst, and were as flat as a pancake. It was mentioned by the engineer that the steam had been too high at some period in the river, for the pipes to bear, and that the water was also too low. Capt. Ross, the engineers, and the armourer were up all night, endeavouring to repair the damage, and on the following day water was pumped into them to see if they were tight, but they were found to be as leaky as before. In two hours the water had all leaked out, but by great exertion the engineer succeeded in getting the steam up with a fair pressure, but the steam came roaring out of the larboard boiler, just by the furnace door, as well as at the lower part of the boiler; at the same time that there was not steam enough to work the small engine, wherewith to blow the small bellows; in a short time afterwards the starboard key broke and the engine stopped altogether; this was the more disastrous as the weather was highly favourable for the operation of the engine, light winds and smooth water.

The 19th being Sunday, divine service was performed, but little progress was made as the weather was almost calm, with very light winds; a number of whales were seen at a distance, playing about a large iceberg, and from their motions they appeared to be in search of their prey. Judging that they might be in search of fish, soundings were taken, and the depth was 35 fathoms, with coarse shells and coral. A fishing line was

now put overboard and three halibut weighing 97lbs, and one cod weighing 14½lbs were caught.

On the 21st land was in sight, and the steam was got up, but the engine worked very badly, on account of the larboard boiler leaking so much that it put the fire out; the crew however laboured hard, working the bellows to keep the steam up, and this severe labour in addition to that of navigating the vessel, created no little dissatisfaction amongst the crew, who in their hearts wished the engine at the top of an iceberg, or like Jonas in the belly of a whale; for so far from diminishing their labour, or expediting their progress, the utmost speed which they reached was two knots in an hour, during which time they were obliged to be incessantly working at the bellows, or exposed to the danger attendant upon the gathering of the ice for the purpose of feeding the boilers: soundings were again taken in 80 fathoms, but no bottom. Commander James caught another fine cod.

The fires were now drawn, all the clinkers cleared out, and light set to the furnace, but all to no purpose, as the larboard boiler continued to leak so much that the fire was put out as fast as it was lighted; the steam however from the starboard boiler, worked the larboard wheel with the starboard wheel up. At 8 P.M. the watch was set, every man in the ship, sixteen in number, taking it by turns during the night to blow the bellows, to keep the steam up. The progress during the time the steam was up, was 1 mile 2 furlongs per hour. The officers caught several very fine cod, and two halibut. At 11 P.M. the engine was still at work, but the crew were much fatigued, and almost choaked with the sulphurous exhalations arising from the furnace.

On the 22nd, a light and fair breeze springing up, all sail was set; the steam was let off and the paddle hove up; at 1 P.M. tacked and stood in with the land, A number of fish were caught, which being weighed amounted to 453lbs. At midnight of the 23rd, they were close in with the land about South Bay or Wylic Ford, and sent a boat on shore to look for a harbour; at three the boat returned, and commander James took the ship into a very fine harbour, but it was amongst a parcel of islands. The ship was however got safely in, and made fast to the rocks in three fathoms water.

The crew now began to dismantle the vessel, and got the fore-mast and mizen-mast out. At 7 the governor, the minister, and a boat's crew came on board, and informed Capt. Ross that he lay in a very dangerous place. They breakfasted in the cabin, and Capt. Ross and commander James returned with them on shore. They were now informed that the wreck of the Rookwood of London lay inside the harbour, which turned out to be a most fortunate circumstance, as the Victory was greatly in want of many things, with which she could be supplied from the wreck. Capt. Ross entered into a negotiation with the governor for the stores of the Rookwood, the terms of which were agreed to, and it was determined to take the Victory where the Rookwood lay, for the more convenient and speedy shipment of her stores. At 2 p. m. they cleared away, cast off, and ran up the harbour with the fore topsail at the head of the sheers, and brought to in 18 fathoms. On the 25th, a few Esquimaux came on board, and exchanged a number of articles with them for skins and warm clothing. The governor also sold them a quantity of warm clothing, which in a subsequent part of the voyage proved highly acceptable; Capt. Ross and his nephew dined with the governor, and they were joined at tea by the doctor and the purser. In the mean time the crew were busily employed in getting the Rookwood's stores on board, and getting the fore-mast out, and getting the Rookwood's mizen-mast in its place, and a small spar for a jigger-mast instead of a mizen-mast.

On the 26th, all hands were called to get the ship ready for sea, and sent the launch on shore for some of the Rookwood's coals, the remainder of the crew to heave short. At 11 a.m. got the launch alongside, dropped her astern and made all secure. At noon shipped the anchor and got under way, accompanied by the governor, minister, and two boat's crew to assist in towing the vessel out of the harbour. Being now in a fair way, the governor and his party took their leave, giving three cheers, which were returned by the Victory by a salute of three bombs. The wind was fair, and several icebergs in sight, some of which appeared to be in motion, and which in consequence required the utmost skill in the navigation of the vessel, as one of those

enormous masses coming in contact with her, might have proved her destruction.

On the 27th, the second bullock was killed, as it was daily decreasing in size and goodness, partly from a paucity of fodder, and partly from the necessity of supplying it with water obtained from melted ice, which evidently affected the animal, and would perhaps have ultimately proved its death. The prospect now became gloomy and portentous of the difficulties to which they were approaching; in every direction the ragged iceberg reared its gigantic mass, and in the evening of the day forty-nine bergs were in sight, seeming like so many giants disposed to dispute all further progress to the inhospitable regions which they guarded. Towards midnight, the wind freshening, the larboard tow rope of the launch broke, and all hands were called to secure the launch, with a strong breeze blowing, and a nasty jobble of a sea running. Whilst John Wood one of the men, was getting into the boat, he had the misfortune to break his leg, on which the ship was hove to, in order to get him on board, in doing which the fore top mast was carried away; Wood was however brought on board, and his leg was set; but here one of the differences manifested itself, between the fitting out of the Victory and that of the Hecla in which Capt. Parry sailed. In the latter there was a regular birth for the sick, with every convenience for their comfort and recovery, but in the Victory no such preparations had been made, for Wood was taken down into the birth where the crew messed, and laid upon the deck on his bedding, amongst a parcel of casks of flour, sugar, and a hogshead of tobacco, and not one of them even lashed, at the same time that the vessel was then in an open sea, and if there had been any sea running, the casks and hogshead would have been all sent rolling about, and have crushed the poor fellow to death before any assistance could have been obtained. It must however be mentioned, that no proof is given of any complaint having been made by Wood to Capt. Ross, of the danger of his situation, and therefore it would be both unjust and illiberal to attach blame, where perhaps none is due.

The launch was again made secure, and part of the crew

were employed in clearing away the wreck of the fore top mast, whilst the remainder were preparing to get another up, which as a godsend, they had obtained from the Rookwood.

On the 28th, the Island of Disco was in sight bearing south east, with a number of icebergs in every direction, and in the same day Hare Island was seen, but the wind being fair for the point to which they were steering, and neither the Island of Disco, nor that of Hare offering any inducement for landing, the Victory bore away steering due west. Lat. $68^{\circ} 40'$, long. $56^{\circ} 20'$.

The 29th the wind having subsided, the steam was got up in both boilers, and the engine was kept going until midnight, when a fair breeze sprung up, and the steam was let off; the carpenters were employed in fitting some spare davits to which a boat was hoisted, which was on deck, in order to make room for a capstan which was got from the Rookwood. Land was now in sight, the bearings of which were N. N. W., on which a more westerly course was steered, with the view of making direct for Lancaster Sound. On the same evening a cask was picked up marked Jane, which was supposed to belong to a vessel of that name, which had been lost. The weather was beautifully mild, and although the Victory was now in the same latitude and longitude, as where the Hecla and Fury were beset in the ice, yet not a morsel of it was at this time to be seen as far as the eye could extend.

On the 31st, the west land of Davis' Straits was seen, and the ship sailing with a fine fair wind, but it soon afterwards becoming calm, the steam was got up, but the larboard boiler again proved leaky; the fire was however kept in all night, but the labour bestowed upon the engine was of little use, for although no impediment presented itself by the ice to the free navigation of the vessel, the rate of sailing did not exceed two knots per hour.

On the 2nd being Sunday, divine service was performed and in the evening a bottle was thrown overboard with a letter enclosed, reporting the proceedings of the ship, being then in latitude $74^{\circ} 17'$ north, and longitude $67^{\circ} 10'$ west. The following day being calm the steam was set on, but all the progress that

was made, was no more than a mile and a quarter per hour, and towards evening the engine was obliged to be stopped, owing to the feed pump being out of order. Capt Ross and the engineer were employed the whole of the night in repairing it, having ascertained that the vent was stopped by a quantity of tallow, which had by some accident fallen into it. Early on the following morning the larboard paddle was put down, but it had not been down five minutes, when it was discovered that a leak had sprung in the starboard boiler. The larboard boiler was however still kept on, which gave ten revolutions in a minute, or one mile and a quarter per hour. With the starboard boiler the average of the revolutions was thirteen, the maximum never exceeding fifteen.

Some ice being in sight, the boat was despatched for a load, as the stock of water was exhausted, and consequently the engine became wholly useless. On the 6th land was seen bearing from N. N. E. to N. W. One of the men having descried a piece of whale flesh floating on the water, the dingy was let down and the flesh was picked up, affording some good food for the dogs. A large piece of timber was also picked up, supposed to have belonged to some vessel that had been wrecked.

On the 7th the boats were employed gathering ice, and both the paddles of the engine were down, the first time since the ship had left Scotland, the engine was however obliged to be stopped on account of the cistern not being able to melt the ice quick enough to feed the boiler. The weather being calm, the opportunity was taken for clearing the launch of coals and provisions, and it was a fortunate circumstance that it was done, as on the following day, the 9th, the wind came on to blow strong from the S. S. W., when the vessel became entangled in some loose ice, and had shortly afterwards to contend against some loose streams of ice, which drove against the bows of the vessel with a most destructive force. Towards evening Cape Franklin was discovered bearing N. W. by W., with strong breezes during the remainder of the night.

On the 10th the land was seen on both sides, when it was found that the ship was in Prince Regent's Inlet. The temper-

ature of the water was 33, having been 40 a few hours before. The wind being fair they sailed rapidly along, making seven degrees of longitude in 24 hours, with scarcely any ice to be seen; towards midday a heavy fog came on; the land was observed in the vicinity of Admiralty Inlet, but the weather soon became so very thick that they suddenly found themselves within a mile of a low long point; they hauled their wind, but it suddenly dying away, left them on a lee shore; the steam was immediately got up, when fortunately the fair wind returned, and with the loss of the main boom, they got out in a clear way again. This was certainly a most narrow escape, for the place in which the ship was, was very near a lee shore, the wind was dying away, and a very heavy sea running. In the roll of the sea the main boom swung over and broke, and the gaff came rattling down on deck; on the same day a floe of ice was seen, and on the 11th they fell in with the loose ice, which occasioned them a deal of trouble, and shortly afterwards with stream ice, but which was open enough for them to sail through. Passed Port Bowen at noon and Prince Leopolds Islands came in sight, bearing east. They stretched along the opposite shore of Port Bowen, and fell in but very little ice; some strong breezes sprung up in the evening, on which they shortened sail, took in the fore top sail, and set all the storm sails. At midnight hove to with strong gales blowing.

On the 12th they fell in with a stream of ice under their lee, the weather was very foggy, on which all hands were turned up to clear the ship of it. On the evening of the same day they came in sight of the place where the *Fury* was abandoned by Capt. Parry, and a ship was seen a long way to leeward of the *Fury*. All sail was now set to work up to the *Fury*, and at 1 P.M. Commander Ross could see the tents on shore, but not the ship. In the evening the weather became more moderate, and the before mentioned officer went to seek for a piece of grounded ice to make fast to. The ship now stood in for the land, and the boat with Commander Ross returned, all inshore afloat. The steam was got up and continued working all the 13th, the water being very smooth and clear of ice. A large

Bear was seen, but at too great a distance to obtain a shot at him. The ship was made fast to a berg aground, but the wind becoming fair, they cast off and made sail. The fair wind was however of a very short continuance, for it suddenly veered and became foul, when the steam was again got up, but as the tide was running strongly against them, they made fast to a piece of ice. On the turn of the tide, got under way with the steam, but were obliged to stop the engine repeatedly in order to get up more power; at the same time the whale boat was running away with whale lines, to track the ship along while the steam was getting up. They continued in this manner to track and steam, until they arrived at the Fury's stores, one boat sounding a head of the ship all the way. All the officers went on shore, but it was now clearly ascertained that no vestige of the Fury remained. It was conjectured that the ice had taken her off the bank, and then she sunk. The depth of water at the edge of the bank is five fathoms, and shoals away gradually as the beach is approached, this being generally the case along the whole line of the coast. The crew were in high spirits on discovering the sound condition of the Fury's stores, and humorously styled it the North Pole Victualling Yard. The crew had for their supper some of the preserved meats off the beach, and they pronounced them to be excellent. The hands were now all employed in getting some of the stores on board, and the Victory became in some degree revictualled. The Fury was abandoned in latitude $72^{\circ} 46'$ N. and longitude $91^{\circ} 50'$ W. Capt. Ross left a letter in the dog kennel, in remembrance of the Victory, and the crew, one and all, on casting off from the beach, exclaimed "God bless Fury Beach."

The Fury was abandoned in 1825, and Capt. Ross did not reach the same place until 1829, making an interval of four years that the stores of the former had been lying on the beach, in the same situation as they had been left by Capt. Parry, exposed to all the severity of four arctic winters; but notwithstanding this most severe trial, the bread was the only thing that was in any degree injured. The preserved meats were found to be in excellent condition, and the vegetables, particularly the carrots and

parships, were in a state of complete preservation; even the bread towards the middle of the casks was in good condition, being musty only in those places where it had been subject to the immediate influence of the weather. It was a most providential circumstance for the crew of the Victory, that the Fury's stores were in such good condition, and it will be found at a subsequent part of the voyage, that, but for that seasonable relief, it amounts almost to a certainty that not one of the crew of the Victory would have lived to see his native land again.

On leaving Fury Point, the wind came on to blow heavily from the south, accompanied by violent rain, the Victory sailing along undiscovered land, with the ice closely packed on shore, and several icebergs in sight. On the 16th they continued to tack off and on, and at 10 P.M. made fast to a berg. At noon four of the officers went on shore on an island, and being the first discovered beyond the latitude to which Capt. Parry had sailed, it was taken formal possession of, the silk colours were hoisted, three cheers were given, and some gin from the distillery of Mr. Sheriff Booth was drank on the hill. The crew on board answered the cheers, and the Victory may now be said to be entering on an ocean which had never before been ploughed by a British keel, and where the sound of the human voice had never before been heard. The latitude of the island was 71° north.

In the afternoon of the 16th, the berg floated and sent the vessel adrift, on which the anchor was let go, and the steam got up, but it was found of little use, as they were running among cross ice, which impeded the motion of the paddles, and as a fair wind sprung up, the engine was stopped. They now sailed through some very large floes of ice, and the weather coming on thick, they made fast to one of them where they remained during the night.

On the 18th they still continued to sail among loose ice, and about noon a young whale came and played round the ship, when Curtis, one of the seamen hove a lance into her, and she plunged away, but not having any line to the lance, the fish escaped altogether. It was a matter of regret to the crew that this whale was not caught, as their stock of oil began to fall short, and

the flesh would have afforded a good supply of food for the dogs.

The fog clearing away, the ship got under weigh with a favourable wind, sailing amongst very heavy ice, which sometimes came down upon the ship with such force, that all hands were frequently turned up to bear the vessel off, but she having such way on, she would come against the pieces with such thumps, as threatened to knock her bows in, and the greatest apprehension was now felt that she would soon be beset in the ice. It was evident that the strain on the vessel was almost more than she could bear, but it was only by carrying a press of sail that the ship could force her passage through the ice, and therefore it was at best a choice of evils, the only question being whether it were better to run the risk of carrying away some of the masts and rigging of the vessel, than by diminishing the propelling force, incur the chance of being beset in the ice, with the season closing fast upon them, and the danger presenting itself of the vessels sharing the fate of the *Fury*, by being so nipped by the ice, as to render her wholly unseaworthy. It was remarked by some of the crew, that the ice which was in immediate contact with the vessel had assumed a reddish hue, and it was supposed at first to have been caused by the blood of the whale which had been struck by Curtis, but it was subsequently ascertained that the ice had taken off all the red ocre from the bows and sides of the vessel, which were as rough as if they had been indented with a hatchet.

The land was still in sight, and they now stood on for it, as well as the ice would permit them, taking regular soundings which varied from 10 to 12 fathoms. The water was however found to decrease in depth on which the boat was sent away to sound but she found the bottom very irregular, which excited some degree of alarm, as it was impossible from the pressure of the ice to keep the boat a-head, for at one time the depth was only 11 feet, and consequently the most imminent danger existed of the vessel getting aground. Finding the water so shallow, the boat was got on board, and the ship stood off from the land amongst cross ice. A favourable omen however now presented itself, which was the increasing darkness of the sky, from which

It was conjectured that there was clear water in the direction which the ship was steering, for it is a phenomenon well known to those who are accustomed to navigate the arctic seas, that in proportion to the clearness of the sea from ice, the sky assumes a darker or a brighter hue, which it is to be accounted for, upon the established principles of reflection. With this favourable prospect before them; they made all sail towards it, the ship at times receiving such thumps as to shake the whole of her rigging. At 9 P.M. they came in sight of clear water, apparently running west, on which they continued to run until 3 A.M. of the 19th, when they were completely beset in the ice, and made fast to a large piece, which was evidently grounded. At 9 A.M. they dropped the deep sea lead overboard, and found the whole body of ice driving south. At 11, the rudder was unshipped for fear of pressure. Here they remained beset until the 2nd, when they moored the ship a little in shore. Two bears were seen on the ice, one of which was severely wounded, but it got away. Two seals were also shot, but they both sunk. The ship had scarcely made $\frac{1}{4}$ of a mile for the last 24 hours, but towards the evening of the 23rd the ice opened a little, and all hands were called to track the ship through it, but shortly afterwards it was made fast to a floe, as there was not any wind which could assist the vessel through her difficulties. On the following morning a breeze sprung up, and all sail was set to force the vessel through the ice; this however being found insufficient, the engineer was ordered to get the steam up, and they cast off and stood in for land. At 7 P.M. they made fast to a berg in 7 fathoms of water. The first sea unicorn was here seen, but at too great a distance to obtain a shot at him. Several whales were also seen, but too far off to be taken. The ice appeared closely packed, but the steam did them here some good service, as it enabled them to work in shore, but a breeze springing up directly foul, they were obliged to make fast to the ice again. Commander James here shot a seal, the length of which from the tip of the nose to the extremity of the tail was seven feet ten inches; its circumference, behind the fore flippers five feet six inches, and its weight seven hundred and eighty pounds; the fore flippers measured in length

ten inches, and in breadth five inches and three quarters; the hind flippers were fifteen inches in length, and in breadth when expanded, two feet.

On the 26th the weather was foggy, the steam was however got up and they stood in for land, Commander Ross shot a seal, and a boat was hoisted to bring it on board, when it was found that it was not mortally wounded; a knife was plunged into its heart, and immediately afterwards the thermometer was inserted, when the temperature was found to be 99.

Some progress was still made with the steam, but it was obliged to stop every now and then for the purpose of obtaining more power. At 6 the boat was sent away to seek for a place to make fast to, and on her return reported that a very good one had been found. With some difficulty and not without some danger the place was reached, and the ship made fast to two or three pieces of ice well sheltered from wind, tide, and pressure. The officers went on shore and returned with a very fine hare, it was nearly the same size as the common hare, the body was white with the exception of a few solitary black hairs, rather longer than the rest being dispersed over every part, and which appeared as if the animal were shedding them, as they came away at the slightest pull. The tips of the ears, and the short hair within the ears were black; the tail was short and white.

On the 27th Commander Ross went on shore to make some observations, whilst the remainder of the officers extended their walk up the country. On their return they reported that they had seen some small fish in a lake, as well as the print of some deer's feet; they had also seen some huts and graves of the Esquimaux. Some of the men took the dingy to the lake, and caught with a net about forty fish of the size of a sprat; they partook of the flavour of the whiting, but the smallness of their size did not repay the trouble of their capture. The men also shot a hare and two grouse.

On the 28th a fine northerly wind sprung up, but it was found impossible to take any advantage of it, on account of the weather proving very foggy, and the ice being very closely packed. On the following day the wind blew strong from the

N. W., with heavy rain, and the ice still closely packed. At 4 P.M. some clear water being seen in the direction to where it was intended to steer, they cast off and made a trial, but there being a large floe of about 10 miles in length, they were entirely blocked up,

On the 30th and 31st they still remained beset, but on the night of the 1st September the floe wholly disappeared, and by the aid of a northerly wind, they warped the ship to the point and then made sail, steering a south westerly course, as the water appeared to run more clear of ice in that direction. The density of the fog was however greatly against them, but they continued to run until 10 A.M., when the fog cleared away, and they found themselves completely surrounded with ice and closing fast upon them. The ship was now completely beset, the sails were furled, and the rudder unshipped. Soundings were obtained in 52 fathoms, the ship driving by the lead south-west. At 8 P.M., a pressure came on which gave the launch a severe nip; the wind N. N. W., blowing hard. Capt. Ross shot an ivory gull. This bird is rather larger than the kittiwake gull, the bill of a deep lead colour, the edges and tips yellowish, two inches long from the angles of the mouth; the orbits of the eyes are red, the irides brown, legs and feet black; the tarsus one inch and three quarters, the entire plumage of a snowy whiteness, the length of the bird is nineteen inches, the breadth forty-one inches.

On the 2nd and 3rd they were still beset, sounded and found 120, 130, and 70 fathoms with stones and gravel, the latter consisting of fragments of gneiss, granite and quartz rock.

On the 4th the wind coming round to the south-east, great hope was entertained that the ice would open, nor were they disappointed in their expectations, for on the following day at 10 P.M., it opened, and the ship got under weigh, endeavouring to get in with the land, for since they were beset, it was discovered that they had driven with the ice a long way to the northward. After receiving some heavy thumps from the ice, they succeeded in getting in with the land, and made fast to a berg. This was found to be nearly about the same place as where Capt. Ross shot the hare on the 27th August.

The 6th being Sunday, divine service was performed, after which Capt. Ross, Commander Ross and the surgeon went on shore. They returned at 2 P.M. having seen a number of red deer, hares and mice, two of the hares were killed, and the deer were fired at, one of them was wounded, but it made its escape. They now cast off, and ran between two headlands, which were supposed to be the opening of a passage, and a boat was sent away to sound and examine it. On the following morning the officers went again on shore, and during their absence the boat returned, and found the supposed passage to be a bay. On the 7th the weather being fine, the boat was again sent out to measure the extent of the bay, and found it to be five miles in length and about four in breadth, but completely filled with ice. Whilst the officers went on shore they ascended an eminence to see if they could discover any clear water, but very little was discernible. They brought with them two hares, one weighing 9lbs. 12 oz., the other only 5lbs. 11oz. On the 8th the ice slackening a little, they cast off, and proceeded out of the bay, but the weather coming on foggy with a foul wind they made fast again. The water was so clear of ice that the boat was sent out to some islands in a northwesterly direction for the purpose of ascertaining if any passage existed in that quarter, or if there were room for the vessel to navigate between them. The report was so favourable as to induce Capt. Ross to steer for them, which he determined to carry into effect as soon as Commander Ross and his party returned on board, they being on shore on a shooting expedition. Commander Ross returned with two hares and found a dead deer supposed to be the one which had been fired at on the preceeding day. The boat was immediately despatched to bring it away. At 8 P.M., they cast off with a light wind from the north, but they had scarcely rounded the point when it changed to the south-east, and having tracked the ship the length of a whole line, made fast to a berg. The boat returned with the deer, the whole weight of which was 235lbs, the head and neck weighing 36½lbs.

On the 10th the ice cleared away, the weather was fine and rather a cheering prospect presented itself to the crew. They arrived at the Islands, but were obliged to make fast on account

of the ice being closely packed. The officers went on shore and erected a monument. The ice was now running at a rapid rate, and the dingy with three hands was despatched to report the appearance of the coast, but the ice closed suddenly upon them, and they were prevented from getting on board for nearly five hours. It was found to be very dangerous to be amongst the islands, as the tide was very rapid, although the persons sent in the dingy reported that there was clear water on the other side of them. It was therefore determined at all hazards, that the attempt should be made to reach the quarter where the clear water had been seen, but within a few hours the ship had some very narrow escapes; they soon got beset in the ice, and in endeavouring to effect a passage through the islands, every rope was carried away, which was made fast. It was not until the 12th that they got under weigh, and ran through amongst the islands, the tide during the whole of the time running very rapidly; the situation of the ship was now not only awkward but exceedingly dangerous, it was the third time that she had run among very heavy ice, receiving frequently those tremendous thumps, which made her timbers tremble from the bow to the stern. At 4 A.M. they made fast to a berg, which was aground, but both the place and the berg were very unsafe. They cast off and warped to another island, to which they made fast; clear water was now in sight, and they made another attempt to get hold of the main land, the ship receiving some very heavy nips and thumps, and taking out lines; besides having the whale boat amongst the ice clearing the lines, but about noon they succeeded in getting into clear water. The boat and lines were got on board, but the wind being foul, they were obliged to beat until 7 P.M., and then made fast to the ground ice, seventy yards from the shore. At mid-day on the 13th, the bergs floated, but by having a line on shore, the ship, bergs, &c., were hauled in shore, and grounded the ice. Capt. Ross here went on shore and ascended the hills; during his stay there he took a sketch of the land, but there was little of interest in it, as it presented nothing but a scene of the wildest desolation, with not a living object except the isolated Victory to enliven it. On this day

there was an eclipse of the moon, which was distinctly visible. A favourable breeze springing up they sailed about seven miles, and then they came in contact with a chain of islands, with the ice closely packed. Here they made fast to a berg under an island, and the officers went on shore, and put a pole up with a piece of copper, and some other things fastened to it, with the Captain's name, that of the Victory, and the date of the month and year inscribed upon it. On the return of the officers, they reported that they could see from the hill a great extent of clear water, and the land appearing as if it inclined to the westward. The squalls from the W. S. W. now became so heavy that the ice was sometimes in motion. During the night the launch got so severe a nip, that had she not risen to it, she would most probably have received so much damage, as to render her repair impracticable.

On the 15th, the approach of winter was announced by a fall of snow, which did not tend much to raise the spirits of the crew; for bold and undaunted as their hearts might be, the prospect of passing a winter in such a cheerless clime, with dangers of the most appalling kind surrounding them in every direction, could not be looked upon without feeling some of those sinkings and misgivings of the spirit, to which even the most courageous are sometimes subject, when the darkness of disappointment is closing fast upon them, and the day star of hope is shrouded in the gloomy clouds of despair.

The prospect to the hardy mariners was by no means unpromising: they had not as yet met with any impenetrable barrier to their progress, on the contrary the sea appeared to be more clear of ice, than it had been for some time previous, nor was the navigation attended with any more prominent dangers than they had hitherto encountered. Their accidents had been hitherto but few, and of no serious moment, and merely such as could be repaired from the stores of the vessel. It is true that in two instances an extraordinary piece of good fortune had befallen them; the first in obtaining possession of the stores of the Rookwood, and the second, which was of the most vital consequence, finding the provisions of the Fury in such excellent con-

dition that all fear of actual want was banished from their minds. A considerable portion of the *Fury's* stores was still left on the beach, and therefore Capt. Ross, in default of provisions, had only to retrace his course to his magazine, to obtain the supply which he might stand in need of. This circumstance alone was sufficient to instil spirit and confidence into the hearts of the officers and the crew, and prevent any despondency coming over them as to a possible dearth of provisions.

The snow storm of the 15th was not of long duration, but on the same day the launch was nearly lost by the capsizing of a large piece of ice, which came in contact with it, but it fortunately rose to the ice, and thus escaped any serious injury. At 8 A.M. all the hands were turned up to heave the ship out of the place where she lay, and they continued to heave for three hours, carrying away the hawsers and lines, and nearly capsizing the after-capstan; they then made fast to another berg, but after all their toil and trouble, their progress had not exceeded five yards, at the same time they had the mortification to know that the wind was fair, and clear water as far as the eye could reach. After breakfast another attempt was made, by placing a spring upon each quarter, but after trying every possible scheme, they were obliged to make fast again at noon. The ice was now setting in very rapidly, and by noon they were so completely blocked up, that they could walk very easily on shore. In the evening, three hands were sent on shore, to go a short distance over land, for the purpose of ascertaining the state of the ice, but they reported every thing to be stationary in regard to it, with the exception of a large pond in the middle, which was not frozen.

On the 16th the wind continued to blow very hard, but rather more westerly. During the night a sharp frost set in, which made their anxiety still greater to effect their liberation from their icy imprisonment. The wind drawing more off the land, an endeavour was made to heave the ship more in shore. At high water the berg floated, they cast off and got a short distance, when they again made fast, and got into the same place, where they carried away their hawsers, ropes, &c. In

the evening Capt. Ross and a party went on shore to ascertain the state of the ice, and found that the water was quite clear in the direction in which it was their intention to steer. It was however a tantalizing sight, for the ship appeared to be immoveably fixed, although the ice was clearing fast away. At this time the wind was blowing from W.S.W. when on a sudden it shifted to N.E.; Capt. Ross declared that in the whole course of his life, he never met with so sudden change from one quarter, to the other immediately opposite to it. It was supposed to portend hard and severe weather, and in consequence all hands were turned out to moor the ship afresh, and to get her into a snugger birth.

On the 17th the wind continued to blow most violently from the N. N. W., but fortunately for the ship she was in a good harbour. A vast extent of clear water was seen in a westerly direction, but the vessel being beset at the edge of the floe, rendered it impossible to force a passage; the sea at this time was breaking very high over the vessel, and the ice was kept in an undulating motion, which had a most extraordinary and novel appearance. The ice appeared to be packed as closely as possible, far away to the N. E. by E., in the direction of the islands, the distance of which appeared to be about 8 miles. In consequence of the tempestuous state of the weather, another hawser was got out, and other precautions were taken to ensure the safety of the ship. The temperature of the air was this day 23°, that of the sea 28°, latitude 71° 49.

On the morning of the 18th, one of the bergs got afloat in shore, which obliged them to unmoor, and to moor the ship afresh. After breakfast, Capt. Ross and his nephew went on shore, to take an observation of the state of the ice from a high hill, when their eyes were gratified with a vast expanse of clear water stretching away to a considerable distance, but a very heavy sea running outside. The ice that confined the ship was in continual motion, a circumstance which had never before been witnessed by any person on board, some part of the ice was from 50 to 100 feet thick.

The circumstance of the Victory being so long beset, became

a matter of deep regret to Capt. Ross, and the whole of the officers and crew, for since the northern expeditions were fitted out, a greater prospect of success never presented itself; the wind was fair, the sea open before them as far as the eye could reach, and the ship lay tossing about at the edge of the floe, with no immediate prospect of being liberated. It were illiberal to attach any blame to the officers in having brought the vessel into such a predicament; for the most consummate caution and skill were necessary, in navigating the vessel amongst islands, the shores of which were surrounded by floes of ice, and which it was not in the power of the most skilful pilot to avoid. The extreme turbulence of the weather contributed also not a little to impose upon the commander of the expedition, a line of conduct which, under any other circumstances he would not have pursued, at the same time there were not wanting those on board, who secretly murmured at the plan of operations which had been adopted, and who hesitated not to say, that their present dilemma was actually owing to bad management, and an erroneous judgment. The crew felt their disheartening situation most acutely, and as the frustration of hope generally sours the temper, it is not to be wondered at, that many little bickerings and quarrels arose, which could not be attributed to any degeneracy of disposition, but to the effect of disappointment, operating on anxious and sanguine spirits, whose minds were wholly bent on one object, and that object likely to elude their grasp at the moment when it appeared to be within their reach.

On the 19th the same depressing scene presented itself, the ship was still imbedded in the ice, the wind fair, and the water clear of ice towards the westward. In the offing a large piece of ice was observed setting to the south east, which inspired the officers with some hope that their liberation was not far distant; but on the following day that hope was found to be an illusion, for it was discovered that during the night, the ice had set in, and had formed a complete blockade. According to the calculation of Commander Ross, the islands were eight miles distant from the ship.

This day being Sunday, divine service was performed, and

In the afternoon the crew were permitted to go on shore, but as to any pleasure or amusement being derived from the excursion, it was wholly out of the question. As a matter of recreation or relief from the monotony of the ship, it was eagerly embraced by the majority of the crew, who were disposed to regard any change with satisfaction, but the picture which presented itself to their view was that of desolation in its most comprehensive sense, and which perhaps few besides themselves ever beheld before.

It was a spot on which the human voice had never been heard; not a vestige of man, of his labour or his industry was to be seen, their ship appeared the only inhabited place on the globe, them 'ves the sole inhabitants of it. Still however, whatever tends to abstract the mind from the immediate contemplation of its sufferings, possesses a salutary influence upon the spirits, they become thereby freshened and invigorated to endure the fate that may be in reserve for them, and by nobly contending against their difficulties, enjoy at last the proud satisfaction of having overcome them.

Commander Ross accompanied by the surgeon, and the steward also went on shore, and from a hill they saw one or two islands to the southward; the land on which they were, appeared to be inclined towards the westward; but as far as their eye could reach, which they calculated to be thirty five miles, not a piece of ice was to be seen. The two islands just mentioned were also supposed to be about that distance. Towards evening the ice made a slight move, but it was by no means to that extent as to excite any hope of its being so general as to effect their emancipation. The air by the thermometer was 26° , the water 28° .

On the morning of the 21st, so far from the ice having made a move in their favour, they found themselves completely blocked up with young ice, and at 9 A.M. all hands were sent on the ice to break the young ice, and if possible to effect a passage for the ship. This measure was however considered as the most injudicious and useless that could have been adopted. It was not in the power of a thousand men, much less of eighteen, to make such room as to admit of the passage of the ship, on account of

the uncommon heaviness of the ice. It was indeed supposed by the crew, that the plan was suggested by Capt. Ross more with the view of giving them some exercise, than from any hope which he could entertain of deriving any advantage from it. The men might have attempted with an equal chance of success, to bore through an iceberg to admit the passage of the ship, as to accomplish it by merely breaking the ice around her. The labour of the day would not have been perceptible on the following morning, and the only satisfaction which the men could enjoy was, that they had obeyed the commands of their officers. The latitude by observation was now found to be $70^{\circ} 0' 0''$ north, and longitude $92^{\circ} 0' 0''$ west. Some vivid flashes of lightning were seen during the night, but unaccompanied by thunder.

On the 22nd the weather was very fine, with the wind inclining to the westward. It was found at daylight that the ice was making a move towards the north east, on which all hands were turned up, and some of them sent on the ice to loosen some of the heaviest pieces of it, but they found that their labour was all in vain. It was now determined as the last resource, to attempt to saw a passage for the ship through the ice, and the ice saws with the necessary gear were delivered to the men. At 10 A.M. they commenced sawing, and by noon with one saw they had cut nearly to the ship. It was found that the sawing weakened the neck of ice to which it hung, and the prospect of liberation stimulated the men to renewed exertions. At 1 P.M. the wind came on to blow strong from the S. S. W., and the ice began to move a little, but was still stationary in the immediate vicinity of the ship; it was however no little satisfaction to find that she was now held only by a small floe, which was attached to the ground ice. The saws and all the gear were now brought on board, and a five inch hawser taken out for the purpose of making fast to a berg that was going to the N. E. It was perhaps the first time that an iceberg had the honor conferred upon it, of towing a British ship, although we know that the direct contrary was once in contemplation, of towing the icebergs by British ships to the tropics, for the purpose of diffusing their refrigerating power on the countries situated between them. The sight

however must have been one of great novelty, to observe the majestic berg with its new companion, affording its gratuitous aid towards accomplishing the discovery of the north west passage, and Capt. Ross cannot complain of not having met with an auxiliary, where he the least expected to find one, and one which by its formidable power, would enable him to dispense with the services of his most unserviceable steam engine.

If however the berg was willing to perform its duty, the hawser was not or could not, for the former no sooner began to put its powers in action, than the latter broke, and it became necessary to apply to the berg again to have the hawser once more fastened to him. In the mean time the purser and the surgeon went on shore to examine the state of the ice, in case the new towing machine should prove successful in pulling the ship out of her icy bed, and their report was highly favourable. The wind was however blowing hard from the southward, and as night was coming on, Capt. Ross judged it most advisable to moor the ship again, and redouble their exertions on the following day. A snow storm came on towards night, and the most serious apprehensions were entertained that should the snow fall to any great thickness, the difficulty of liberating themselves would be greatly increased, in fact it became a question whether it could be accomplished at all. Early on the following morning all hands were turned out and employed on the ice, with axes and hand-spikes, to force the pieces of ice asunder: Capt. Ross and his nephew went on shore, and on their return to their unspeakable satisfaction, they found the Victory clear, and wholly effected by the main labour of the crew. The ship was immediately got under weigh, although the wind was foul, and by six o'clock P.M., they had sailed ten miles along the land; at night they made fast to a berg, and Commander James was sent in the whale boat to go round a point, under which the ship lay. On the return of Commander Ross, he reported that he had found a bay, but it was full of ice. The wind was now at the southwest with the ice going with a flood tide to the eastward.

The satisfaction which had been experienced on the liberation of the ship was however of short duration. On the following

day the ship got under weigh, and the whale boat was lowered for the purpose of towing her. As the ice was now running fast to the northward, Capt. Ross and his nephew went on shore to make the necessary observations, and shortly after their return the ship was again fast. The dingy was sent away to sound, the depth varied from five fathoms to twelve; the ship was moored to a berg in five fathoms, but as she lay amongst a parcel of Islands, between which the tide ran with great rapidity, and as it happened at this time to be flood tide, the berg floated, and the tide took the berg and the ship with such force, that the latter was driven on a rock. She was however got off without sustaining much injury, it being a fortunate circumstance that the rock was very round at the top, for which reason the vessel could not lodge, but slid off into deep water. A hawser was now taken out and made fast to a berg a-stern, and the ship was hove to it, in order to take her more out of the stream.

Capt. Ross not altogether approving of the place where the ship lay, went on shore for the purpose of discovering another of greater safety, and on his return the ship was got under weigh, but they had not proceeded far, when on going through a very narrow passage between two bergs, the ship grounded on the tongue* of one of them, and it being flood tide, it was not without great exertion that she was hove off. The ship was now taken to the place pointed out by Capt. Ross, and secured in the best possible manner. The whale boat was lowered down, and a party went on shore on a cruise of observation, and appeared well satisfied with the situation of the ship, and the prospect which presented itself to them, if they could once succeed in getting clear of the islands. A raven, a few gulls, and a seal were seen this day, but at too great a distance to be fired at. The snow fell in great quantities during the whole of the day, with light winds from the north. The temperature of the air and the water being both 30°.

On the following morning the 25th, the tide had risen to such a height as to cause the bergs to float, and the ship and the bergs

* A long piece of ice which projects from the berg a considerable distance under water, and its size is according to that of the berg.

drove with the tide, until the hawser which was on shore brought the ship up, and the wind at the same time being off the land, no further danger was apprehended. At 11 A.M. the ice came in amongst the islands with such rapidity, by which it became so closely packed, that it was found requisite to alter the position of the ship: they had not however departed more than twenty minutes, when the ship was as closely imbedded in the ice as she was before.

This being the birthday of Capt. Ross' son, he and his officers went on shore after dinner, and built a monument on the top of the island, and in the middle put a pole and copper, with the names of himself, his officers, and ship engraved on it. Capt. Ross named the island Andrew Ross' Island, in remembrance of the natal day of his son. On their return the ice was still in the same position, with one very narrow lane of water, and all outside closely packed. Temperature of the air 26°, of the sea 29°.

Not the slightest appearance presented itself on the following day, of effecting any alteration in the position of the ship; during the night a very heavy fall of snow had taken place, but the weather was quite mild considering the season of the year. It was remarked that where there was still water, there was scarcely any ice; by which however it must be understood, that the young ice of the present year is meant. The weather on this day was not foggy near the ship, but it was so hazy all round the horizon as to prevent them seeing the land, or the situation of the ice, which now appeared to surround them in every direction. The chief employment of the crew during the time that they were beset in the ice, was making mats; an occupation as much in unison with the professional avocations of the sailor, as if they had been placed cross legged upon a tailors board, to sew the seams of a flushing jacket. But it was indubitably a stroke of good policy on the part of Capt. Ross, to cut out some employment for his men, in order to save them from the ennui attendant on a life of inactivity and idleness, which was the inevitable result of their inclosure in the ice, and the consequent cessation of the customary duties of the ship.

The wind at this time appeared to be settled to no particular

point, blowing from the north and north west at one hour, and then veering to the east the next. It was however observed that the fall of snow was the heaviest, whilst the wind blew from the north, and the flakes fell so thickly as to conceal the sight of the land from the ship.

Capt. Ross had the misfortune on this day to lose one of his Esquimaux dogs, which was attributed to its long confinement on board the ship, and the short allowance of food to which it was obliged to be restricted.

On the 27th it came on to blow very hard from the north, but the situation in which the ship had been placed, protected it in a great measure from the violence of the gale, although some apprehension was entertained, that if the wind came from the southward, it would be found necessary to change the situation of the ship, which if the ice continued to accumulate as it had done during the two preceding days, would be found a task of almost insuperable difficulty; with this impression on the mind of Capt. Ross, he despatched Commander Ross for the purpose of discovering a more convenient place in which the ship could be moored, but although the place was found, it appeared almost impossible to navigate the ship to it, as it was discovered that to the windward of the islands, the ice was closely packed, and presented an almost impassable barrier to the point to which it was their intention to steer. Towards evening the officers went on shore, and found that the ice had opened in a very extraordinary degree, but still not sufficiently as to admit a passage for the ship.

It now became the general opinion that they would be soon obliged to take up their winter quarters. The frost had set in with some violence, and were they to attempt to retrace their course, they would have to contend not only against the ice of former years, but also with the young ice that had been made during the present season.

It was on the 28th September, 1824, that Capt. Parry went into Port Bowen with the Hecla and Fury, and never effected his passage out until the 26th July, 1825. In all the other expeditions also, the latter end of September, or the beginning of

October, was the time when the vessels were stationed in their winter quarters, and therefore on the part of the crew of the *Victory*, it was rational to suppose that their labours as far as the navigation of the vessel was concerned, were drawing fast to a close. The great object of solicitude therefore, now was to select the safest place where the *Victory* could be laid up for the winter, for it was too evident that the place in which she then lay, was surrounded with many dangers, and wholly destitute of the least protection from the violence of the winds. The country itself presented few or no temptations, not even those of a common kind, which distinguished the wintering places of any of the ships, which had been employed in the former expeditions. The islands by which they were surrounded, appeared to have the curse of barrenness upon them to the utmost possible extent; a solitary bird at times showed itself, but it was only on its passage to its natural haunts, and even the animals indigenous to the climate, appeared to visit them only on particular occasions, but seldom made them the adopted place of their abode. Commander Ross was so thoroughly convinced of the ineligibility of the situation in which the *Victory* then lay, that in the evening he took the whale boat, with the hope of discovering a passage by which the ship could be got out. He was fortunate enough to discover one, but the flood tide had packed the ice so closely that any attempt to force a way through it would have been fruitless. The temperature of the air was this day 21° , the sea 27° .

On the 29th, a heavy gale came on to blow from the north accompanied by snow, and which tended in no trifling degree to increase the danger of their situation. It was however determined to use every exertion to get the ship into the clear water outside, the bearing of which was north east, to north west by north. From the north west to the south was a solid body of ice closely packed.

Early on the morning of the 30th, the ship was got under weigh: her course lay through a passage of about three quarters of a mile in length, and the tide running at the rate of three miles an hour, but it was found that the ship stemmed the tide only one mile an hour. To the great surprise of Capt. Ross

however on getting through the passage, the land was discovered to run to the south east, and, as was supposed, clear water to it. They therefore kept the land on board on the starboard side, as this point to the south east was about three points on the larboard bow. They continued to sail until mid-day, when from an observation taken from the fore topsail yard, a complete body of ice was seen stretching all the way to the southeast, and where they had flattered themselves that a passage was to be found, it was discovered to be entirely blocked up with heavy ice, and according to all appearance the land seemed to be joined to it. In a short time it was ascertained that the pack of ice was stationary, which annihilated at once every hope of effecting a passage in that quarter. The principal object now in view, was to discover a harbour where the ship could be laid up for the winter. The ship was made fast to a berg, but finding it not very safe, they cast off and made fast to a better, which had been discovered by Commander Ross in the whale boat, and which in the place of another harbour proved for the time a very serviceable one. It was however evident to Capt. Ross and his officers, that no time was to be lost in fixing upon a harbour for the winter, and therefore Commander Ross and himself set forth on an expedition in the whale boat, but returned unsuccessful. During their excursion they saw the print of a bear's foot, which on being measured was found to be thirteen inches and a half in breadth, and fourteen inches and a half in length. They also saw the impression of the feet of several animals, such as the ermine, fox, hare and deer. The object however which attracted their notice most particularly, and to which they attached a peculiar interest, was the remains of an Esquimaux hut, which had been very recently built, and which enlivened them with the hope that a tribe of that people inhabited some of the adjacent coasts, and that they should be enabled to establish a friendly intercourse with them during the winter; it was also considered as of peculiar importance, in consequence of the information which might be obtained from them of the geography of the neighbouring countries, and the probable existence of the passage of which they were in search.

On the following day, they were still further convinced that the Esquimaux were in the vicinity, as Commander James and the surgeon discovered in one of their walks, a trap very recently made by the Esquimaux, for the capture of the smaller animals; this trap Commander Ross baited, and then returned on board.

The greatest impediment which now existed to their getting in closer with the land was an iceberg, which stood direct in their passage, and actually seemed as if it were placed designedly to obstruct their further progress. It was determined to attempt the removal of this obstacle, and all the crew were accordingly employed in cutting up the berg for the purpose of getting it afloat, and thus the case was to be reversed, that as the berg had formerly towed the ship, the ship was now to tow away the remnant of the berg, as soon as it had been so far broken up, as to render it moveable. It is not to be contradicted that there is some merit even in making an attempt, although its execution can scarcely be said to be within the range of probability. The very attempt to discover the north west passage has something meritorious in it, although it may be the firm conviction of nineteen out of twenty that it never can be discovered at all; there was for the same reason, some merit in the attempt of Capt. Ross, to navigate his ship by the power of steam amongst fields and floes of ice, for if he had succeeded, he would have put to the blush a multitude of carping, cavilling wiseacres, who had the presumption to ridicule the attempt, and to consider it rather as the absence of common sense in the gallant Captain, than a proof of the soundness of his judgement, or the sanity of his intellectual capacity. The cutting up of an iceberg, about sixty feet in height, and grounded seven fathoms deep in the ocean, bespoke a noble confidence in the powers of the projector, and a most laudable contempt of those insuperable difficulties, at which the mere common plodding man turns prudently and wisely away, from the conviction that his time and labour will be lost in the attempt.

Nevertheless the crew worked stoutly at the destruction of the berg, and as one slice flew off after the other, Capt. Ross had the proud satisfaction to know that the berg's bulk was so much

less than it was before the slice was taken off. It is said that when Capt. Ross was under the discipline of his writing domine, the first copy in his attempt to become a proficient in round-hand was "Perseverance overcometh difficulties," and the opportunity was now afforded him of carrying that salutary maxim into execution. Whilst seated over his hippocrène in his cabin, the remembrance of his round-hand copy flashed upon him as one of the reminiscences of his early days, the result of which was that the conviction burst upon him, that although the cutting up of the berg had an indisputable claim to be ranked amongst the difficulties of the first class, yet that there was a power, which could overcome it, and to that power he determined to apply. When Buonaparte projected the road over the Simplon, one of the everlasting monuments of his transcendent genius, he was told that the difficulties were too great to admit of its execution; he answered, *Il n'y a pas une difficulté dans le monde, que l'homme ne peut pas subjuguier, s'il possède de l'activité et de la persévérance.* It is to be supposed that minds of corresponding vigour and grandeur will engender the same ideas, and to say that the mind of Capt. Ross ever conceived an idea bearing any relationship to that, which was generated in the mind of Buonaparte, is perhaps paying him the highest compliment which the historian of his memorable exploits in the arctic seas has it in his power to bestow upon him. The cutting of the road of the Simplon was accomplished by perseverance; the cutting up of the berg was not accomplished, because the same eminent virtue was not practised. After five hours labour, during which time the berg had gradually lost about one sixteenth of its original magnitude, but was still so immoveably fixed that the whole navy of England could not have towed it from its position, Capt. Ross very prudently declined any farther demolition of the berg, and retired from the arduous task with the flattering consolation, that, although he could not command success, he had most richly deserved it. The temperature of the air was this day by thermometer 22°, of the sea 26°.

During the night of the 2nd, a heavy fall of snow took place, which occasioned the crew some labour in clearing away. The

officers went on shore on a shooting excursion, and returned with two fine hares. A raven, several grouse, and a number of seal were seen, but at too great a distance for the shot to take effect. The temperature of the air was then two degrees lower than on the preceding day.

On the following morning it was evident that a bear had paid a visit to the ship, as its track could be distinctly seen round the ship, and as it was conjectured that the animal would pay them another visit, it was determined to lie in watch for him, as its skin would be no trifling acquisition as a winter clothing. The Esquimaux dogs were tried on this day, but they were all young dogs, and had never been in a sledge before. Two of them dragged the sledge to a short distance, but they seemed quite strangers to the work. It was evident that they would require a deal of training before they could be rendered quite serviceable. The temperature of the air was this day 18° below the freezing point, the severest cold which had been yet experienced.

From the state of the weather it was now evident that the place where they now were, was destined to be their winter quarters, for even the passage by which they had arrived at it, was so completely frozen over, that the dogs were driven over the young ice, drawing one of the crew in the sledge. This opinion was strongly corroborated by the orders issued by Capt. Ross to the engineers to take the engine to pieces. This task was however found not to be so easy of execution as was supposed, for it was not without great difficulty that some of the parts were got asunder, as the frost had the tendency to make the iron work fly and snap like glass. The occupation of the engine, like that of Othello, may now be said to be gone, for it was supposed that when once taken down, it never could be set up again, independently of which, no fuel could be obtained for the generation of the steam, and therefore the whole of it became a mass of useless lumber fit only for ballast, or to be left as a present to the first tribe of Esquimaux who might be so fortunate as to fall in with it.

The distance from the land under which the ship was sheltered was about seven miles to the southward, and they had now



USS Oregon

DEPARTURE OF CAPT ROSS FROM WOODBURN ON HIS LAST EXPEDITION IN 1851

25/

been five days in their position, and the ice had accumulated seven or eight inches in thickness. At some distance from the ship there was a small stream of water in which an object was seen floating, which to all appearance from the vessel was a dead seal. Four hands were despatched with the Norway yawl, and they hauled the boat above a hundred yards over the ice, which kept bending all the time like a bow, but on arriving at the place where the dead seal was supposed to be found, they discovered to their great disappointment that it was a piece of ice in the small stream of water.

This day Capt. Ross issued his orders that the temperature of the sea should not be taken any more. The temperature of the air was 15° below the freezing point.

About nine in the evening the Aurora Borealis was seen very brilliant from south west to south east. It was first seen through a thick mist in the zenith, but as the mist passed away, the Aurora increased in brilliancy; the stars shone with great brightness, and not a cloud was to be seen. Towards midnight the aurora became less brilliant, and the sky was again obscured by mist; the wind was light from the northward, which shifted to south by west, moderate cloudy weather.

The appearances of the aurora increased in number and brilliancy as the season advanced. Sometimes it formed a splendid arch across the heavens, of a pale luminous flame, running with inconceivable velocity, and resembling the spiral motions of a serpent. This arched form of the aurora seems the most magnificent of all its diversified appearances, the arches are sometimes single and sometimes, several concentric ones appear, but generally they rarely exceed five and are seldom limited to one. They are sometimes composed of a continuous stream of light, bright at the horizon and increasing in brilliancy at the zenith, and when the internal motion is rapid, and the light brilliant, the beams of which they are composed are discernible; the internal motion appears as a sudden glow, not proceeding from any visible concentration of matter, but bursting forth in several parts of the arch, as if an ignition of combustible matter had taken place, and spreading itself rapidly towards each extremity.

In the arch described by Capt. Parry, the lower part only was well defined, the space under it appearing dark as if a black cloud had been there, which however was not the case, as the stars were seen in it unobscured except by the light of the aurora. The revolution of an arch from north to south, occupies at different periods a space of time varying from twenty minutes to two hours, and sometimes it appears stationary for several hours together.

Innumerable streams of white or yellowish light, appear sometimes to occupy the greater portion of the heavens to the south of the zenith. Some of these streams of light are in soft lines like rays, others crooked and waving in all sorts of irregular figures, and moving with great rapidity in various directions; among these might frequently be observed the shorter collections or bundles of rays, which moving with greater velocity than the rest, have acquired the name of *Merry Dancers*.

Total darkness would sometimes ensue from the sudden disappearance of the aurora, and then it would as suddenly re-appear in forms altogether different from those which preceded, overspreading the sky with sheets of silvery light, wafted quickly along, like thin strata of clouds before the wind. Sometimes narrow streaks of flame shot forth with extreme velocity, traversing in a few seconds the entire concave of the heavens, and disappearing beneath the south eastern horizon. Occasional broad masses of light suddenly appeared in the zenith, and descended towards the earth in the form of beautiful continuous radiated circles.

Speaking generally, the lustre of the polar lights may be described as varying in kind as well as in intensity; sometimes it is pearly, sometimes imperfectly vitreous, and sometimes almost metallic. Its degree of intensity varies from a very faint radiance, to a light nearly equal to that of the moon.

The colours of the Aurora Borealis are of various tints, and do not seem to depend on the presence of any luminary, but to be generated by the motion of the beams; the rays or beams are steel grey, yellowish grey, pea green, celandine green, gold yellow, violet blue and purple; sometimes rose red, crimson red,



FRONT VIEW of the VICTORY, in FELIX HARBOUR.

blood red, greenish red, orange red, and lake red. Some of the beams appear as if tinged with black, and resemble dense columns of smoke. The arches are sometimes nearly black passing into violet blue, grey, gold, yellow, or white, bounded by an edge of yellow; the colours are also sometimes vivid and prismatic.

Early observers were disposed to assign to the aurora an immense elevation above the surface of the earth. The height of that seen in 1737, was computed at 825 miles; Bergmann from a mean of thirty computations, forms an average estimate at 460 miles. Euler gives the altitude of several thousand miles to the aurora, and Mairan fixes the elevation of the greatest number at 600 miles at least, Dr. Blagden brought it down to 100, and Mr. Dalton could not assign a less elevation to the aurora seen in this country in 1826. But the result of the observations made by the several arctic expeditions seems to be, that the height of the aurora is different at different periods, it occurs at elevations much higher than the region of clouds; though instances are mentioned by Capt. Frankling and Dr. Richardson, in which the aurora has been seen at a less elevation than that of dense clouds, the under surfaces of which they often saw illuminated by the meteor.

The magnetic property of the aurora, or its power of agitating the magnetic needle, had long been suspected by philosophers, and though still doubted by some, and not confirmed by the observations of Captains Parry and Foster, seems now sufficiently established by the observations of Captain Franklin, Lieutenant Hood, and Dr. Richardson. During the first voyage of Capt. Ross, the ship was in a situation when the aurora appeared, that the electrometer could not be used; nor in the last voyage were any decisive conclusions arrived at. At present, little more than the fact seems to be ascertained, as great obscurity still hangs over the cause from which this effect proceeds, and the mode of its operation; and it sometimes happens that one observation has a tendency to neutralize the conclusion to which another would lead. The aurora sometimes approached the zenith without producing the usual effect on the position of the needle. It is generally most active where it seems to have emerged from

behind a cloud, and the oscillations appear only to take place, when beams or fringes of the meteor are on the same plane with the dip of the needle. Capt. Franklin was led to consider that the effect of the aurora on the needle, varied with its height above the earth. That it did not depend on the brilliancy of the meteor was manifest, from the fact that in hazy cloudy nights the needle deviated considerably, though no aurora was then visible, and he felt unable to determine whether this proceeded from a concealed aurora behind the clouds, or entirely from the state of the atmosphere. Clouds sometimes during the day assumed the forms of the aurora, and he was inclined to connect with their appearance the deviation of the needle, which was occasionally observed at such times.

The appearance of the aurora is said to be sometimes attended with singular noises. Though Parry, Franklin, Richardson, Scoresby, Ross and others never heard such noises, and Hood and Brook only *think* they did; all express an opinion to defer to the uniform testimony of natives and residents, so far as to admit that such sounds may sometimes be audible, but their rare occurrence is demonstrated by the fact, that Captain Franklin's party felt unable to confirm this report, though the appearance of the aurora had been registered 343 times at Bear Lake, in the seasons of 1825 and 1826. The noise as described appears to be a sort of crackling, whizzing, rustling sound, compared to that of an electric spark—to the falling of hail—to the rustling of a large flag in a gale of wind—to the noise made by a flock of sheep in breaking through a hedge—to that caused by shaking or waving a piece of paper, and to the rushing of wind. Professor Jamieson declares his belief in the existence of such sounds, and states that he has himself heard them.

In the polar regions the aurora begins to appear in October, and continues to May, but the lights are the most intensely luminous from November to March; it is very various in its duration, it sometimes appears and disappears in the course of a few minutes, at other times it lasts during all the night, and occasionally continues for two or three days together.

It was now determined to commence the dismantling of the

ship, and to fit her out for their winter quarters. The engineers proceeded in taking the engine to pieces, and some of the heaviest things were got on shore, as the ice leading to it was now a compact body, without a single intermediate patch or pond of water. It was on the 6th October that their former visitor, the bear, was seen again to be approaching the ship, and the necessary preparations were made for receiving him in such a manner that it should be the last of his visits. The animal approached with some caution, stopping at times and holding up his black nose, as if to catch the scent of the victuals that were cooking on board the vessel. In regions where it might be thought, so large an animal must necessarily perish, their sense of smell is very keen, and it is certain that they were attracted to the ship by the effluvia of the victuals. The animal in question appeared to be so intent upon the delicious odour that regaled his olfactory senses, as not to observe the approach of the men, who were sent to accomplish his destruction, and they succeeded in concealing themselves behind a mount of ice awaiting his approach, when he no sooner came within shot, than they fired, and killed him on the spot. The prize was carried on board, and his weight was found to exceed five hundred pounds, it being supposed that he had lost above twenty pounds of blood.

ft. in.

His length from the snout to the tail, was ..	6	8
From the snout to the shoulder blade	1	8
Circumference of the body near the fore legs	5	2
Ditto of the neck	2	10
Breadth of fore paw		8
Ditto of hind paw		7½
Length from the snout to the occiput	1	2
Height at the fore shoulder	3	10
Circumference of hind leg	1	5
Ditto of fore leg	1	3
Ditto of snout before the eyes	1	5
Fore claws		2
Hind ditto		1½
Tail		3½

It must however be observed that this was a small specimen of the species, and excessively lean, indeed if the venders of bear's grease of the metropolis, depended upon the supply from the animals of the polar regions, the commodity would be exceedingly scarce, for it may be said with some truth, that the life of a polar bear is one of starvation, and it was seldom that one was killed, the condition of which, demonstrated that its ursinine appetite had been regularly satisfied, or in fact that it had ever been satisfied at all. In the intestines of one of the bears that were killed, a mass of vegetable matter was found, which proved to what extremity the animal must have been driven for food, as it generally manages to support nature on seals, and the remains of fish. When its appetite is satisfied, it is a lazy, sleepy animal and only drawn from its hole by the impulse of hunger, when its ferocity becomes truly formidable, and its extraordinary strength generally insures it the victory over its less powerful opponents. The bear that was killed by the crew of the *Alexander*, on the first voyage of Capt. Ross, weighed 1,131½ lbs, after allowing thirty pounds for the loss of blood, consequently by comparison, the bear killed by the crew of the *Victory*, was about two thirds of the size of the former. Capt. Ross ordered that a skeleton should be made of the bear, which, considering that sailors are not the most expert anatomists in the world, was well and ably executed. The skeleton would have appeared either in the British Museum or in that of the Zoological Society, as a distinguished trophy of the *last* expedition of Capt. Ross, but it was unfortunately left with the ship itself, to have

Its marrowless bones

Bleached by the merciless blast, its form

To the power of corruption left.

On the 8th the ship was exposed to some violent gales, accompanied with a heavy fall of snow. The crew began to clear the hold of provisions, and to stow them away, where they were to remain for the winter. The two boats which Capt. Franklin had with him in his expedition were hauled on shore, and every exertion was now made to get the ship nearer in shore. The

plan adopted was cutting a canal astern of the vessel, and then by means of a hawser attached to the land, hauling the length of the canal that had been made. Some idea may however be formed of the extreme arduousness of this undertaking, when the first day, one foot was the whole of the progress, which they had made—the second day they succeeded in cutting six feet, and the greatest extent which they ever reached was twenty feet, the sailors having in their labour to wear leathern boots on account of the water, caused them to suffer most severely with cold feet, and as the thermometer was sometimes below zero, their boots were sometimes a mass of ice at the soles, which kept the feet in a continual state of numbness. The interior of the ship also underwent some alteration, the carpenters enlarged the ship's company's mess-berth, by shifting the fore bulk head four feet further forward, and other methods were adopted for contributing to the comfort of the crew, during the dreary season which was before them, although it was in many respects found impossible to accomplish that desirable purpose, to the extent to which it had been carried in the *Hecla* and *Fury*; in fact it has been without hesitation repeatedly stated by several of the crew, that they would never sail again on an expedition of that kind in any other vessel than one fitted out by government. The apparatus on board the government ships for diffusing a regular and comfortable temperature in the ship's company's berths was complete in every respect, and during the most intense frost which they experienced, the thermometer never fell below 60° in the lower deck, whereas in the *Victory* the temperature never exceeded 45° , being only thirteen degrees above the freezing point.

The clearing of the ship was now proceeded in with the utmost alacrity, all the sails were unbent, and she was literally stripped. On taking the engine to pieces an accident happened to one of the men, which obliged him to keep his bed, and deprived the ship for some time of his services, which under the present circumstances was much to be deplored, as the labour, which the crew had to undergo, exposed as they were to the continual inclemency of the weather, required every hand, which the ship could afford to spare in bringing her to her desired station.

The 11th being Sunday, divine service was performed, and in the afternoon the crew were allowed to take a walk, during which they saw a fox, the first of which had been seen in the country. They had directed their course to the southward, fancying that they should feel less from the severity of the wind, and their expectations were realised as long as they proceeded on their walk, but on their return to the ship, the wind came on to blow sharply from the N. N. W., accompanied by drifting snow, which actually prevented them from seeing many yards before them, and it was not without some difficulty that they could find their way back to the ship.

The greater part of the 12th was employed in removing the powder out of the ship, and stowing it away on shore. Two seals were seen on the ice, and Capt. Ross and Commander Ross went to try to shoot them, but before they had got within shot, they had dived into their holes. An account of the provisions was this day taken, and it was found to the satisfaction of the crew, that they had thirty months provisions on board, and about 18 chaldrons of coke and coal. The small quantity of the latter was rather calculated to excite some apprehension, at all events it was well for them, that they could not foresee the protracted length of their residence, in the inhospitable regions in which they then were, or the greatest alarm would have been raised in regard to their future comfort and subsistence. There was one circumstance attendant on this paucity of fuel, which was that the certainty existed that no further use could be made of the steam engine, for even if an opportunity offered itself on the homeward voyage, or in the prosecution of their discoveries, of employing it to any advantage, they would be obliged to relinquish it from a total want of fuel; the folly therefore of having encumbered the ship with such a useless appendage became every day more apparent, and it became at last proverbial amongst the crew, when speaking of a useless object, to compare it with their steam engine.

This evening the aurora borealis shone with uncommon splendour, appearing in broad masses, and breaking suddenly into columns and streamers, filling the whole hemisphere.

The following lines were written on the appearance of this beautiful phenomenon :

High quiv'ring in the air, as shadows fly,
The Northern Lights adorn the azure sky
Dimm'd by superior blaze, the stars retire,
And heaven's vast concave gleams with sportive fire
Soft blazing in the east, the orange hue,
The crimson, purple and ethereal blue,
Form a rich arch by floating clouds upheld,
High poised in air with awful mystery swell'd;
From whose dark centres with unceasing roll,
Rich coruscations gild the glowing pole,
Their varied hues, slow waving o'er the bay,
Eclipse the splendour of the dawning day;
Streamers in quick succession o'er the sky,
From the arc's centre far diverging fly;
Pencils of rays, pure as the heaven's own light,
Dart rapid upward to the zenith's height

Transfix'd with wonder on the frozen flood,
The blaze of grandeur fired my youthful blood;
Deep in th' o'erwhelming maze of nature's laws,
Midst her mysterious gloom I sought the cause;
But vain the search, inscrutable to man
Thy works have been, O God, since time began,
And still shall be.—Then let the thought expire:
As like the splendour of Aurora's fire
To dark oblivion sunk in wasting flame;
Like the dim shadows of departed fame.

On the 14th the snow fell so heavily that the ship could not be seen from the shore, and it tended in a great degree to retard the operations of the crew, as it rendered the passage over the ice more difficult and in some respects also more dangerous, on account of its concealing those cavities in the ice, in which the

sailors were plunged up to their knees, and caused them to fall with the load which they were carrying.

The berth for the ship's company was now completed, and it was acknowledged that some very great improvements had been made, but still it was in no degree to be compared to that of the *Hecla*. It must however be admitted, that Capt. Ross could only execute the plans which he had formed for the contributing to the comfort of the crew, according to the means which were in his possession, and the small quantity of fuel compared with that which was on board the government ships, was certainly a great drawback to the execution of those measures, by which the comfort of the crew could be more permanently promoted. At the same time it must be considered, that the fuel on board the government ships had not been uselessly and foolishly wasted, in keeping up large fires for the purposes of a steam engine, and this circumstance alone ought to have had its preponderating weight with Capt. Ross, before he adventured upon a plan, the failure of which was clear and evident to every one but himself. The *Hecla* and *Fury* arrived at their winter quarters, with their stock of fuel comparatively speaking scarcely touched; whereas the *Victory*, from the consumption of the steam engine, had her stock very seriously diminished. It is true that in some of the northern latitudes a considerable quantity of drift wood is always to be found, but this can only be gathered in clear water, and not in the depth of winter, when it would be found of the greatest service. This was therefore a resource from which Capt. Ross was shut out, and the country itself in which he had taken up his winter quarters affording him not the least supply, he was obliged to husband his resources, and this is sufficient to account for those limited measures which were adopted for the comfort of the crew, in regard to the temperature of their berths.

During the cessation from their labour, the crew employed themselves in making traps for catching the animals indigenous to the country, particularly the foxes, whose skins were highly prized as a protection against the cold. Commander Ross set several traps for seals, in which he was generally successful.

Even the skins of these animals were found of great use, independently of the oil, which was extracted from their bodies, and the food which the flesh afforded to the dogs. Commander Ross saw two grouse, but notwithstanding repeated attempts, he could not succeed in killing them.

The heaviest parts of the engine had now been conveyed on shore, and the boilers alone remained, but on attempting to get them up the hatchway, they were found to be too large. If they were allowed to remain on board, they would be the means of frustrating the plans, which had been formed for the interior regulation of the ship during its winter sojourn, and therefore no other alternative was left than to cut the boilers in two, which was accordingly effected by the engineer; and thus another and almost insuperable obstacle was raised to the engine ever being used again. The boilers being cut in two, they were conveyed on shore with the greatest difficulty; the men complaining much of the task, as at all events they were now only worth their value in metal, and if they had dropped to the bottom of the ocean, it would have been no loss to the ship.

On the 18th the thermometer was for the first time at Zero, being one day sooner than when the Hecla wintered in Port Bowen. The housing of the ship was now proceeded with in the most expeditious manner; two tanks were put over the hatchway for condensers, and the cooking apparatus in midships was shifted, in order that the line of funnels for the transmission of heat might go right round the ship; the deck over head was very wet, owing to the partial thawing of the snow, and it created a dampness, which independently of its chilling properties, was not considered as conducive to the health of the crew.

The whole employment of the crew was now directed to render the ship as comfortable as possible, during the long and gloomy winter which was before them, but it was the general opinion, that however great their exertions might be, the vessel possessed not the capability, nor were even those resources at hand by which many of the obstacles could be removed, which presented themselves in several instances to the establishment of

the complete comfort of the crew. On the whole, the erroneous judgment of Capt. Ross, in the selection of a vessel of the second rate qualifications of the *Victory*, for a service of so peculiar a nature as that for which she was destined, was apparent to all the crew, and was the cause of many murmurs and complaints, which tended to disturb that harmony and good fellowship, which could alone render a service, in which the crew of the *Victory* were employed, in any degree supportable.

In order that an immediate communication might be obtained from the cabin to the ship's company's berth, the steward's room was removed and a passage was made, which rendered it unnecessary for any of the crew, having to communicate with their officers to go on deck, independently of which, a more equal temperature was kept up, than if it were required on all occasions to open the hatchway.

Commander Ross having observed a fox a short distance from the ship; he went on shore and laid a trap for him, and on the following day he was caught. It was the hope of Commander Ross that the animal could be kept alive, and conveyed to England as a specimen of its species, but it did not live for two days, having been seriously injured by the trap.

Towards the latter end of the month, the chief duty of the crew consisted in housing the ship and banking her up with snow, but from the extreme violence of the weather, the wind blowing a heavy gale with storms of snow, the crew were frequently interrupted in their labour, from their total inability to withstand the severity of the season. On drawing a comparison between the temperature of the lower deck of the *Victory* and the *Hecla*, it will be found that the temperature of the former, was, at its maximum, fourteen degrees lower, than the minimum of the temperature of the *Hecla*, the former ranging from 38° to 45° , the latter from 59° to 75° .

*The following is the scale of the temperature of the exterior
Atmosphere for the month of October.*

	Highest	Lowest		Highest	Lowest		Highest	Lowest
Octo.	Below	Above		Below	Above		Below	Above
1		17	12		11	23		19
2		18	13		10	24	2	
3		19	14		17	25	11	
4		15	15		7	26	13	
5		15	16		6	27	2	3
6		14	17	Zero.		28	1	
7		12	18	Zer		29		2
8	1	19	19	1	4	30	16	1
9		13	20		5	31	16	
10	9		21	6				
11		10	22		15			

CHAPTER IV.

**PROCEEDINGS ON BOARD THE VICTORY IN FELIX HARBOUR, DURING THE WINTER
OF 1829, AND THE SPRING OF 1830.**

THE month of November set in with strong gales, which confined the crew to their exercise on deck, but it was now discovered that unless a stratum of some kind was placed between the snow and the decks, that no probability existed of keeping them in a state of dryness, or preventing the penetration of the snow-water, by which the insalubrity of the berths would be greatly augmented, it was therefore determined to employ the crew in digging holes on shore, and severe indeed was the labour, for so small was the progress which they made, that if they succeeded in penetrating a foot a day, they congratulated themselves on having accomplished a great feat. Fortunately however they arrived at a stratum of gravel, with which they lined the upper deck, and then covered it with a thick layer of snow, which together formed a covering, which bade defiance to the influence of the frost, as far as the exterior condition of the ship was concerned. A large oven having been erected in the lower deck, a fire was made in it for the first time on this day, and in half an hour, the temperature had risen ten degrees, which rendered the berths of the crew more comfortable than they had hitherto experienced. The crew were divided into five different watches, and it was the duty of the three which had the morning watch, to remain on board the whole of the day, for the purpose of drying the deck over head. The remainder of the crew were employed in banking the ship outside with snow, and completing the gravelling and snowing

of the upper deck. The bread store was examined and found to be in good condition, the whole weighing 2700lbs.

At 8 P.M. the aurora was observed to begin in two concentric arches; the greatest arch from the east to west, passing through the zenith; the smaller arch south of the large one, at an altitude of 45°, shooting fine rays from all parts, but most brilliant from the western. These arches disappeared at half-past eight, and another most brilliant one was seen north of the zenith; the centre passing through the pole star, the extremities touching the eastern and western horizons, emitting fine rays with all the prismatic colours. This arch was soon broken, and the aurora flitted about, in beautiful coruscations in the north western part of the heavens, shifting round to the southward; the moon shone unclouded at the time, and the aurora was seen sometimes passing her, eclipsing her in splendour. At 9° 30 the aurora disappeared, the weather moderate at the time, with some light fleecy clouds in the sky, which had a dark appearance when passing under it. It blew hard from the westward in the morning, but moderated towards evening; the wind shifted to the southward next day with moderate weather.

Very little attention had hitherto been paid to the geological character of the country, as the business of the ship had hitherto absorbed all the time of those officers, who were enabled to make the necessary observations in order to determine the general structure of the island. A considerable portion of the north and east coasts bespoke the existence of primary rocks, the hills rising to an average height of one thousand feet, and presenting acute summits, declining by sharp prolonged ridges. There was apparently a ridge of hills of the trap formation, skirting the shore for the space of about four miles, and interrupted in two places; this ridge rose to about half the general elevation of the island, and presented a vertical prismatic fracture at the summit accompanied by the usual rapid slope below.

From the general character of the land, it may be concluded that the country in general is of primary formation. From the forms which the mountains assumed in the interior, it is most probable that they consisted of granite, but no certain conclusion

can be formed of it, as gneiss is found to assume forms equally rugged and acute. The cliffs however near the shore presented characters which can scarcely belong to the former rock, and it is therefore most probable that they consist of gneiss, which appears to be the prevailing substance in those parts of Baffin's Bay, which have been explored by former navigators.

The banking of the ship outside was now nearly completed, although from the extreme severity of the wind, which blew chiefly from the N. N. E., the crew were very often obliged to suspend their labours, not being able to endure the intensity of the cold.

The rigour of the climate however did not deter the officers from pursuing the sports of the field, if such a term may be allowed, when speaking of a desolate country covered with snow, and where scarcely any signs of vegetation were to be seen. Commander James killed several grouse, and two ptarmigan, in some respects resembling the species which inhabit the highest mountains of Scotland. The male bird was perfectly white, with large scarlet naked eyebrows, which in the female was scarcely perceptible; the plumage of the latter was variegated black and rusty-rufus; the legs and feet of both were thickly clothed with long white feathers down to the claws, giving them the exact resemblance of a hare's foot. Commander Ross also shot a gull, known by the name of the Kittiwake gull, one of the most elegant birds of the species. In the full aged bird the bill is of a beautiful lemon yellow; the orbits and the inside of the mouth, of a beautiful saffron red, inside straw colour; legs of a livid colour; the top of the head, the nape back, wings of a fine ash colour, tips of the wing-coverts black, the rest of the bird, white.

In several young birds, the bill and orbits were of a deep livid, in some the yellow was making its appearance; the plumage differed from the old ones, in the ash colour being deeper, and more generally in the upper parts of the bird; many of the wing, the wing covert, and tail feathers being tipped, otherwise marked with black; the lower parts like the old birds were white.

An accident occurred on the 12th, which was very nearly being attended with the most serious consequences: a number of articles had been taken out of the ship and placed on the ice, preparatory to their being taken on shore, and not the slightest doubt was entertained that the ice was too firmly set to endanger the safety of the things. The wind on the preceeding day had been blowing a gale from the westward, but still it did not appear to have any influence on the ice, but early on the morning of the 12th, the ice gave a most heavy shock which made a fissure in it of nearly a foot in breadth, by which the water came pouring through, covering the ice for a considerable distance, and overflowing every thing that had been placed upon it, especially the different parts of the engine. Strong apprehensions were now entertained that the things were irrecoverably lost, as it was most probable that the water would not recede before it was frozen into a solid body of ice, from which it would be impossible to extract the articles before they were rendered wholly useless. It was however, not the peril which attended the present accident which excited in the minds of the officers so great a degree of alarm, but it was the fear that they might be frequently visited by these irruptions of the water, and the vessel might be then so nipped with the ice, as to render her wholly unseaworthy. It was a circumstance which had never occurred on any of the preceeding expeditions, and it came upon them so suddenly, and by surprise, that no measures could be taken to avert the consequences of so serious a calamity. The consequences of this disaster, were however in the present instance, not so extensive as was originally apprehended, for although the water did not wholly recede, yet it so far subsided, as to enable the crew to get possession of the things which had been submerged, and they were without loss of time placed beyond the reach of a similar accident. It must however be observed that some of the things were lost.

The 13th of November was the last day that the sun was seen above the horizon; the sea around then presented one unbroken surface of ice, over which excursions of one or two miles distance were made—all around was bleak and dreary, and the only indication of the presence of man, was the spot where the ship lay.

a death-like stillness prevailed, interrupted only by the voices of the crew, or the occasional barking of the dogs. The distance at which sounds were heard in the open air, during the continuance of intense frost, seems almost incredible; persons have been distinctly heard conversing in a common tone of voice, at the distance of a mile.

On seeing the sun set for the period of three months, the following beautiful lines were written.

Behold yon glorious orb whose feeble ray

Mocks the proud glare of summer's lovelier day,

His noon-tide beam shot upward thro' the sky,

Scarce gilds the vault of heaven's blue canopy—

A fainter yet, and a fainter light,

And lo! he leaves us now to one long cheerless night!

And is his glorious course for ever o'er?

And has he set indeed—to rise no more?

To us no more shall spring's enlivening beam,

Unlock the fountains of the fetter'd stream;

No more the wild bird carol through the sky,

And cheer yon mountains with rude melody!

Yes! once more shall spring her energy resume.

And chase the horrors of this wintry gloom—

Once more shall summers animating ray

Enliven nature with perpetual day—

Yon radiant orb, with self-inherent light,

Shall rise and dissipate the shades of night;

In peerless splendour re-possess the sky,

And shine in renovated majesty.

In yon departing orb methinks I see,

A counterpart of frail mortality.

Emblem of man! when life's declining sun,

Proclaims this awful truth!—thy race is run.

His sun once set—its bright effulgence gone

All, all is darkness—as it ne'er had shone!

Yet not for ever is man's glory fled,
His name for ever numbered with the dead,
Like you bright orb, the immortal part of man,
Shall end in glory as it first began—
Like him encircled in celestial light
Shall rise triumphant 'midst the shades of night.
Her native energies again resume
Dispel the dreary winter of the tomb
And bidding death with all its terrors fly,
Bloom in perpetual spring through all eternity.

This day the 14th, one of those extraordinary and sudden changes took place in the temperature of the air, which had been observed in the voyages of Capt. Parry, and which set all philosophical principles at defiance to account for. The weather was fine with the wind at south east, when on a sudden about mid-day, the astonishing difference of forty-eight degrees took place in the temperature of the air, the thermometer rising from 15 degrees above zero, to 21° above the freezing point. The change however was of very short duration, as the thermometer soon after fell to 14 degrees above Zero.

Towards evening an object was observed at the base of one of the smaller icebergs, and a party set out from the ship to ascertain what it was. On approaching it they discovered by its large tusk or horn, to be a sea unicorn, and it being the first that they had seen in that part of the country, they were the more anxious to obtain possession of it. By some dexterous manœuvring, three of the crew got within shot of it, when all of them firing at once, the animal was killed. The prize was conveyed on board, and on measuring it, it was found to be twenty-two feet long, and twelve round, the head nearly one fourth of the body, round, small, and terminating in an obtuse rounded snout. The mouth was small, but no teeth. It is not always found with its tusk entire, but, in this specimen, the tusk was complete, proceeding from the upper jaw, diverging to one side, and

tapering towards the point. The eyes and ears are very small, with one respiratory orifice in the back of the head. The back broad, convex and tapering towards the tail, which is horizontally placed and is divided into two obtuse oval lobes. The body is of an ovoidal shape, with no dorsal fins, but a high ridge or projection extends from the blow hole to the tail, and gradually diminishes in height as it approaches the tail; there are two pectoral fins. The colour of the animal is generally cinereous, dappled with numerous multiform black spots; the belly is a shining white, and soft as velvet to the touch.

The mollusca and actinea are its general food. It swims with great swiftness, but like other cestaceous animals cannot remain long under water without respiring. Although apparently harmless, he is a dangerous enemy to the whale, and he has been known to dart his horn into the side of a ship. The oil is of a superior quality, and its flesh is held in high repute by the Esquimaux, who prefer it to that of the seal or the whale.

The horn of this animal was long the subject of a kind of superstitious respect. It was said to be efficacious in the cure of several distempers, and was prized as being of the very highest value. The Margraves of Bareuth possessed one, which cost them six hundred thousand dollars, and the king's of Denmark have a throne formed of it, which is esteemed more valuable than if composed of gold. The horn is of a finer texture, and takes a better polish than the elephant's.

The sea unicorn is generally taken by a harpoon, the barbed part of which is about three inches long, having a line attached to it of about five fathoms in length, the other end of which is fastened to a buoy of a seal's skin, made into a bag and inflated. The blade is fixed in the end of the shaft in such a manner, that it may be disengaged from the handle after it is fixed in the animal, and the shaft is then pulled back by a line which is tied to it for the purpose. When struck, he immediately plunges, and carries down with him the seal skin buoy, which fatigues him. As he must come up in some pool to respire like the whale, he

is followed and killed with spears, and as he frequents the chasms and pools in the ice, he falls an easy prey to the natives.

The weather becoming rather more mild, the crew were employed in digging gravel for the upper deck, but the transportation of it over the ice to the ship, was a task of no small difficulty. The inequalities of the ice with its slippery nature, proved to be so many stumbling blocks to the laden mariner, and many a basket full of gravel instead of forming the carpet of the upper deck of the Victory, lay scattered about on the ice, with the bearer of it at the same time measuring his length upon the ice, as a proof of his inability to preserve his equilibrium over the rugged road which he had to travel.

Some of the crew were employed in training the dogs to the sledges, as it was the intention of the officers to penetrate further into the country, as soon as the ship had been put into that condition, which, as far as its capabilities would admit of, was required for the winter sojourn. An accident however befel one of the dogs, the name of which was Annatatook, who in fighting with another received so severe a wound in the throat, that it died on the following day. This circumstance was the more deplored, as Annatatook was a bitch far gone with young, and it was intended to rear her offspring as a kind of a *corp de reserve* of their canine establishment, which as the only means of enabling them to explore the country, was a matter of no minor consideration. The name of Annatatook implies in the Esquimaux language, "the first in the chase," but it must be observed that the Esquimaux seldom give any names to their dogs, as they govern them entirely by the reins and the whip, and a particular exclamation of Whew! whew!—the dog that was killed was the property of Capt. Ross, the victor belonging to Mr. Light, the steward; the dog was skinned and in its belly was found the standing part of a mutton ham.

The following circumstance is by no means undeserving the attention of those, whose enthusiastic exertions have been directed to the improvement of the intellectual character of the sailor, at the same time that we do not mean to rank ourselves amongst that class, who consider that the sailor ought to be called upon

to partake of the march of intellect, and to lose in the perusal of religious tracts, the genuine and noble character of the British sailor. Far be it from our design to instil the doctrine, that the principles of religion ought not to be strongly and deeply implanted in the breast of the sailor, for perhaps there is not any avocation of life, in which a full reliance on a divine providence is more necessary than in that of a sailor, but it is the attempt which has been made to bring the mariner within the influence of sectarian principles, which has met with the reprobation of every one, who evidently sees in that attempt a degenerating influence upon the peculiar and original character of the sailor, which it is the interest of the country to uphold, and on which it may be said that its very safety depends. It is impossible to withhold our encomiums on Capt. Ross, for the strict adherence which he exacted from his crew in the observance of the sabbath, but the circumstance particularly alluded to is that several of his crew could neither read nor write, and therefore they were deprived of every opportunity of self improvement. The bible lay before them, as so many pages of paper stained with certain black characters, but of the import of which they were as ignorant as of an autograph letter of the emperor of China. Through the long dreary season which was before them, with few or no amusements to beguile the tedium of an arctic winter the perusal of the bible would have afforded them not only the highest intellectual enjoyment, but would also have confirmed them in their religious principles, and from the mouth of their Saviour they would have learned, that in the day of trouble and tribulation, God forsakes not those who truly and in spirit call upon him. The circumstance having been reported to Capt. Ross, that it was the earnest desire of several of his crew to learn to read and write, it was determined that a school should be opened, by which not only the wishes of the ignorant part of the crew would be gratified, but it would prove a source of amusement and employment to the educated part of the crew, who perhaps for the first time in their life, were to be called upon to undertake the arduous task of education, and

To teach the *old* idea how to shoot

It must indeed have been a novel exhibition, and a most delectable treat must it have been to the caricaturist, to catch a glimpse of the weather-beaten sailors, in their Flushing jackets and their Arctic dresses, "with hair unkempt," seated on their forms with their primer in their hands, and audibly repeating, as they were in their turns called up before their highly-gifted domine, a-b ab, e-b eb, o-b ob, and then with their iron fists, which had been inured to the handspike, and the handling of the main braces from their infancy, scrawling O's and pothooks, and commencing the formation of the figure 3, with the lower semicircle instead of the upper one. On referring to our documents, the existence of which, however, is most positively denied by Capt. Ross, we certainly confess that we cannot discover any minutes of the proceedings of the school, nor is there any information extant, which could authorize us to denounce any of the scholars as being so refractory as to incur the displeasure of the domine or monitor, for which transgression he was condemned to be put into the corner, with the fool's cap, made of a seal's paunch, placed on his head; nor is there any proof that the domine was obliged to have recourse to the salutary infliction of the titillating punishment of flagellation, for any breach of the discipline of the school, by which according to Dr. Johnson, that which was put into the head was whipped out again at the tail. Minuteness is particularly to be recommended in the narrative of all voyages which have been made to countries, which no one has ever visited before, and all the proceedings ought to be noted down with an accuracy and fidelity which cannot leave a doubt, even in the minds of the most sceptical, of the authenticity, and reality of the circumstances which are reported to have taken place.

It is to be sure an undoubted fact that Capt. Ross in his first voyage, did describe the Croker Mountains with an accuracy and fidelity, which, could leave no one to doubt their existence, but let it be considered, that although there may be an accuracy in the description of an object, there may be an inaccuracy in the observation of it, and to the latter circumstance is to be attributed all the wonders, miracles, monstrosities, errors and

misrepresentations, which are to be found in the narrative of all travellers from the time of Cain, whom we have good reason to suppose was the first traveller into a distant country, to that of Capt. Ross, for the discovery of the north west passage.

It is under the impression of these inconvertible truths, that we have endeavoured to be as minute as possible in the description of the pedagogic establishment of the Victory, as it may serve as a pattern to all future voyagers, whose destiny it may be to sojourn during the winter in the Arctic regions, with little but their own thoughts, and the prospect of being frozen to death to amuse them, during a dreary night of three months duration. Accordingly we have dived deeply into every document, in order to discover if the system of education adopted on board the Victory was according to the plan of Bell or Lancaster, or whether the preference was given to the grammar of Cobbett or Murray; considering the knowledge which we possess of the undeniable competency of several individuals on board, to form a correct judgment of the respective merits of the two works, but notwithstanding all our researches in that particular subject, we are as completely in the dark, as Capt. Ross himself regarding the existence of the north west passage; nevertheless, we are enabled to state thus far much, and in which we are borne out by our own personal experience, that as far as regards the progress which the pupils made in the several branches of learning, it was so decidedly confirmed, that we discovered that if they could not read nor write when they entered on board the Victory, they were exactly in the same condition when they left it. This is however, not done with any intent to cast any slur upon the pedagogic talents of those who undertook the task, as arduous as that of discovering the north west passage itself, of teaching a full-grown sailor, who has hitherto known but four letters of the alphabet, and those are engraved on the compass, in the binnacle, the art of reading the 1st Chapter of the 1st Book of Chronicles, or to indite a tender epistle to his inamorata in Ratcliffe Highway, or the Point at Portsmouth, in which, although the writer was at the moment of its transcription, living in a temperature of 30 degrees below Zero, he could express his

burning thoughts of everlasting constancy, and inflame the heart of his beloved, with the fiery protestations of his everlasting love.

Nevertheless the domine of the Victory could "lay the flattering unction to his soul," that he had only failed, where many and wiser men have failed before him, and that if he had not succeeded in making any addition to the march of intellect on board the Victory, he was still entitled to as much applause, as many falsely celebrated members of the intellectual corps, who undertake to teach a chimney sweeper the science of astronomy, because he is professionally engaged in ascension, or attempt to make a statuary of a cook, because he is generally employed in carving.

It being found that the stock of biscuit was getting very low the baking of bread was commenced, during which operation the temperature of the lower deck increased ten degrees, and the baking days became, comparatively speaking, days of comfort to the crew. The allowance per week was 60lbs. of bread, and 76½lbs. of flour including suet and raisins.

The weather being rather mild, the crew succeeded in obtaining a sufficiency of gravel for the upper-deck, and the interior arrangements of the ship may now be said, in a certain degree to be completed. It being found necessary to erect some edifice on shore, for the purpose of affixing the instruments necessary for making the usual scientific observations, the crew, whenever the weather permitted were sent on shore, and they began their operations by making a pillar of snow for the thermometer, and an observatory on the highest hill from which the observations could be taken. A fire hole was also commenced in the observatory, but as it was impossible to keep up a constant fire in it, the temperature was generally so cold as to preclude almost the possibility of taking any of the observations.

The manner in which the observatory was built was by cutting large square slabs of snow, which were worked off to such a nicety as to resemble blocks of marble, and when placed upon each other, had all the appearance of a handsome piece of masonry, and is as impervious to the influence of the exterior atmosphere as if it had been constructed of granite. It is a false idea that a

house of snow must necessarily be cold, it possesses indeed the inconvenience of being when first made, prejudicial to the eyesight from its extreme whiteness, and this would be seriously felt by the Esquimaux, if the interior of their dwellings retained the original whiteness of the snow, but from its continued exposure to the smoke of their fire and other incidental causes, it assumes by degrees a colour approximating to a deep orange, and in some instances to a dark brown. A bed of snow does not carry with it any of those associations of warmth and comfort, which we generally attach to our place of repose, but the crew of the Victory had for a length of time no other bed, with only a skin or blanket interposing between their bodies and the snow, the principal benefit of which was the absorption of the moisture occasioned by the partial thawing of the snow from the heat of the recumbent body. It is the death bed of the Esquimaux, as well as his hymeneal couch, and so powerful is the force of habit, that it is a question whether he would exchange it for the bed of down of the monarch.

Whilst some of the crew were employed in building the observatory, others were engaged in the erection of a wall of snow on the south side of the ship, which is represented in our plate of the Victory as she was frozen in, in Felix Harbour. The interval between the wall and the ship formed an avenue, in which the crew exercised themselves.

To compare the Victory as she appeared in Felix Harbour to her appearance when off Woolwich, might be equal to comparing an antiquated dowager in the drawing room at night, with her false teeth, false hair, and false bosom profusely coloured with white and red, and then beholding her on the following morning divested of all her fictitious ornaments, and appearing in her genuine character, a hideous, disgusting figure. Of the Victory at Woolwich it may be said

I well remember how the ship lay yonder

There was music on the festive deck, the wine

like water pour'd,

And they bravely drank success to her and to

every man on board.

Then that mighty power swept on, and made
her timbers quiver,

And the gazers gave a rending shout as she

went down the river :

Storm came on at length, but wave nor wind could

yet her course impede,

She braved a fiercely surging sea, as a strong

man braves his steed.

The Victory in Felix Harbour, appeared like some sheer hulk, which might once have "borne the battle and the breeze," and which like the dowager, might have been an object of attraction in the earlier days of her existence, but now divested of all her ornaments, and even of her useful appendages, would be deemed to be worthy only to be broken up, and her once proud form consigned to purposes of an ignoble nature.

On the 30th the horizon being very clear the officers went on a shooting excursion, Commander Ross saw nine grouse, but killed only one, in fact it was found that the animals and birds in the immediate vicinity, had discovered that their greatest enemy had come amongst them, and therefore they acquired that natural shyness, which the majority of animals assume when under the dominion of men.

LAST VOYAGE OF CAPT. ROSS.

*The following is the scale of the temperature of the exterior
Atmosphere for the month of November.*

	Highest	Lowest		Highest	Lowest		Highest	Lowest
Nov.	Below	Above		Below	Above		Below	Above
1		14	12		10	23		18
2		14	13		8	24		7
3		14	14		7	25		16
4		5	15	1		26		27
5	Zero.		16	4		27		6
6		15	17	Zero.		28		27
7		15	18	Zero.		29		36
8		22½	19	3	7	30	1	
9		23	20	5				
10		26	21		9			
11		34	22		18			

On the 1st and 2nd of December, the erection of the observatory was proceeded with, and some of the crew amused themselves with cutting figures out of the ice, and placing them in different positions, and certainly no sculptor made such grotesque objects from such rude materials. The appearance of the objects however afforded a fund of amusement to the crew, as each found in them a resemblance to something or to some person which he had known, and a nick name was given to it accordingly.

An attempt was made on the 3rd, to obtain some more of the things which had been overflowed by the eruption of the water, and some hope was entertained, that the very valuable boilers, now divided into four pieces, might be extracted from the ice. If instead of four useless lumps of copper, the crew had been called upon to save a puncheon of rum or gin from the ice, no doubt exists but the utmost alacrity would have been used, but after

having expended several days in cutting away the ice, in order to obtain access to the valuable articles, they considered their labour to be entirely thrown away, for the articles themselves were not worth the saving.

On the 5th a visitor came on board, the first it may be said as belonging to the country, but it was in the shape of an ermine, who had been attracted to the ship either by the scent of some particular object, or had selected it as a place of refuge from the pursuit of some of its enemies. For some time it concealed itself under one of the tanks, but in venturing on the lower deck, it was made a prisoner, and some hope was entertained, that as it had not sustained any injury either from a gun or trap, they should be able to preserve it, but whether from the confinement, or the administration of improper food, it lived only four days.

The weather was now too severe to allow of the crew working outside of the ship, and therefore they were employed on board picking oakum and making spun yarn. The observatory was finished on the 9th, and a flight of steps was made to it, but the cutting out of the boilers from the ice appeared an endless task to the crew, and they began to suspect that it was a labour imposed upon them, more with the view of giving them some sanatory exercise, than from any value which was attached to the recovery of the articles. Their labour appeared to be that of Tisiphon, for on leaving off their work at the expiration of the watch, with the full expectation of accomplishing their task on the following day, they would find to their mortification that the tide had filled up the cavities which they had made; and the thermometer standing from 25 to 30 below zero, the articles became as it were encased in a fresh body of ice, through which they had to perforate before they could arrive at the place, where they had finished their labours on the preceeding day.

Capt. Ross and Commander Ross generally passed their mornings at the observatory, the result of which will be found in the appendix to this work, but the weather was at times so boisterous, and the tide so very heavy, as to render the passage to the observatory impracticable. During the whole week, the wind was so excessively boisterous, and the weather,

in general so inclement, as to confine both the officers and crew to the vessel; the latter took their exercise on the upper deck, but in their own language, "it was pinching work and no mistake." The carpenters took the advantage of the boisterous weather, to construct the framework and other necessary articles, for the adjusting of the instruments in the observatory, but in fact some apprehensions were entertained that the weather had injured the observatory, particularly the roofing, as the flag-staff, which had been erected on it, was carried away; but on the 20th, Commander Ross was able to effect a passage to the observatory, and with the exception of the accident above alluded to, found every thing in a good condition.

Christmas day was now near at hand, and it was resolved that the day should be kept with all the mirth and ceremonies, by which it is distinguished on land, nor was it to be celebrated without its usual concomitants of roast beef and plum pudding. On the day previously, the officers went on a shooting expedition, with the hope of obtaining some game for their Christmas dinner, but they only saw two hares, which they tried in vain to kill.

It was now nearly five years that the stores of the *Fury* were deposited on the beach, little suspecting by those who placed them there, that in the Christmas of 1829, they would form a part of the dinner of the crew of an English vessel, in nearly as good condition as when they were abandoned. The first dish that was set on the table, before the crew of the *Victory* on Christmas day, was a pie made of the preserved meats of the *Fury*, with vegetables that had also been preserved, and vegetable soups, the roast beef and plum pudding followed, with a pint and a half of rum to each mess. Previously however to sitting down to dine, divine service was performed, and the day was celebrated with the same solemnity and rejoicing as if they had been on land. In the evening the crew amused themselves with singing and dancing, although in the latter amusement, they felt the want of those objects, which impart the greatest charm to it, for there was no sparkling female eye to give animation to the scene, nor a rosy lip on which a passionate kiss could be im-

pressed, but still it was a striking specimen of the great pliability of the human character, which can conform itself to the circumstances under which it is placed, and find an enjoyment, and a satisfaction in an amusement or pursuit, even when the chief object is wanting from which that gratification is derived. The evening was spent in singing the old national songs, "the army and navy for ever; the king God bless him; and God save the king."

During the morning of the 26th, Commander Ross was employed at the observatory taking observations, but the weather was too severe to allow the crew to follow their avocations in the open air, and the greatest apprehensions were now entertained, that unless a change in the weather speedily took place, the frames of the engine and the cylinders would be irrecoverably lost in the ice.

The 27th being Sunday divine service was performed, and in the afternoon the crew took their customary exercise on deck. Since the establishment of the school, Sunday evening was appropriated for the examination of the pupils by the officers; a duty which generally devolved on Commander Ross, and it speaks no little for the stock of patience which that able officer must have possessed, to undergo the trying occupation of listening to the rude attempt of the aspiring pupil, to get through a verse in the bible, by spelling every word, and then stammering out the pronunciation of it, which was perhaps any thing but the real one. It is perhaps not to be wondered at, that on some of these scholastic examinations, the gallant Captain of the expedition was observed to be comfortably asleep in his arm-chair, chiming now and then with a sonorous snore, in with the drawling tone of the pupil, steering his way to the bet of his ability through the first six verses of the appointed chapter, and being at times obliged to bring up in order to take a correct observation of the difficult course which was before him, and where the greatest danger existed of his sticking fast, without the chance of getting off again. In all cases where it becomes a difficult matter to find a subject for the employment of our leisure time, it generally happens that some extraordinary and monstrous scheme is thought

of, which on any other occasion would never have been admitted for a moment, to hold a place in our imagination. It was perhaps on this very principle that Capt. Ross projected his last voyage, at all events it was evident that the Sunday exercises of the pupils in reading the bible aloud to the erudite officers and crew, was a project, which was very little calculated to instil into the mind of the adult pupil, a predilection for biblical learning, or to act as a stimulus to the prosecution of his studies. In a school, where all the scholars are dunces, as was the case with the school of the Victory, no fear can exist of the exposure of incapacity more in one quarter than another, for the fools-cap would sit equally well on all, but there is something so utterly repugnant to our feelings in the public exposure of our ignorance, that it is an ordeal which few can undergo, and which has a tendency to frustrate the very object, which it is intended to gain.

The weather moderated on the 28th, and the crew were again employed in the tisyphonical task of cutting the cylinders out of the ice. During their operations however, a kind of Godsend appeared to them, in the shape of a large piece of ash timber, and every exertion was made to obtain possession of it. A calculation was made as to how many fires it would contribute to light, and how many ovens it would heat for the bakings, and the hope was entertained, that as one log had made its appearance, others would come from the same quarter, and thus a regular supply of fuel be obtained without encroaching upon their private resources. Possession was formerly taken of the log of timber, but it was the will of the fates, that the hope of the sailors should not be realized, for the waters came rushing over it, and the timber and the cylinders appeared as if they were most likely to be left as a legacy, to the next company of adventurers, who might be disposed to penetrate into those latitudes, for the enjoyment of the delightful recreation, of experiencing the utmost possible degree of cold which is known on the surface of the globe.

An official account was taken of the health of the crew at the close of the year, and it was found with the exception of the armourer to be in the best possible state. In fact it may be said, that the crew had as yet undergone no privations, and their ex-

posure to the rigour of the climate had not been of that duration as to effect their health. They might in some respects be regarded, as a hive of bees, who when a glimpse of fine weather shows itself, take the advantage of it, and leave the hive, but who keep themselves comfortably housed in the midst of their provisions, as long as the bad weather continues. The labour in which the crew were employed exterior to the ship, might be viewed more in the character of exercise, than the imposition of an arduous task; indeed it might comparatively speaking, be said to be all night-work, the light being merely sufficient to enable them to distinguish the objects, and that only under circumstances of a peculiar nature.

On the 30th the weather being mild, the crew were sent on shore to obtain some sand, and that part of the crew which went under the name of the walking party, brought every forenoon two casks of water on board. In one of the shooting excursions, Capt. Ross saw the impression of a wolf's foot, which for some time afterwards was known to hover about the ship, but always eluded the vigilance of the sportsmen.

The following is the scale of the Temperature of the exterior Atmosphere for the month of December 1829.

	Highest	Lowest		Highest	Lowest		Highest	Lowest
Dec.	Below	Above		Below	Above		Below	Above
1	34		13	25		23	24	18
2	26		13	26		24	20	16
3	24		14	26		25	21	16
4	17		15	27		26	29½	25
5	19½		16	31		27	30	29
6	15		17	36½		28	32	25
7	28		18	33	30	29	37	30
8	17		19	22	18	30	38	25
9	26		20	20½	20½	31	20	20
10	33		21	20	16			
11	23		22	27	25			

The new year broke upon them with extraordinary mildness, which enabled the officers to pursue their amusements on land, and to give the crew that exercise, which their health demanded. On new year's day an extra allowance of grog with preserved meats was served out to the crew, and in the evening they made themselves merry with singing and dancing. Perhaps no set of men had ever greater reason to drink with real glee, the old year out and the new one in, than the crew of the Victory; although no bells sounded at the midnight hour, announcing the commencement of the new year and the departure of the old one, with all its troubles, trials, and difficulties on its back; although the wassail bowl circulated not round their table, and many a light-some heart was called upon to rejoice that another year of its life was gone; although love mingled itself not in their cups, yet they filled their glass to those who were far away, and who were perhaps at that same moment, drinking the health of those who in their solitary ship, were strangers to the festivities of the season, and whose mirth was like the beam of the sun that illumined them, faint and cheerless. Nevertheless it was to them a source of rejoicing that the new year was begun, which according to their sanguine expectations, was either to see them at the object of which they were in search, or to return them to their native land.

On the 2nd the weather was very thick, with a keen piercing wind from the south east, and not being able to perform any manual operations exterior to the ship, the crew took the opportunity of cleaning out the tanks, from which they took four bushels of snow. On the following day, the weather assumed an extraordinary mildness, the thermometer having risen twenty-three degrees; all the officers went on shore on a shooting excursion, and the surgeon shortly afterwards returned for a hook, the party having shot a hare, which got under a rock beyond their reach. It was not without some difficulty that the animal was secured; on weighing it on board, it was found to be 7lbs 3½ oz. A measurement of the young ice was taken this day, and it was ascertained to be five feet four inches thick.

The 6th was employed in hauling the long brass gun belonging to the Fury, to the top of a hill for the purpose of firing it occa-

sionally in order to try the velocity of sound, and it may be affirmed that the firing of this gun led to an event, which opened a new scene to the crew of the Victory, and tended in a very considerable degree, to break the monotony to which they had hitherto been accustomed. It was on the 9th, at 11 A.M. that Allan McInniss shouted that he heard some strange voices, and in a few minutes afterwards a tribe of Esquimaux were seen on the beach, armed with bows and arrows, but in other respects evincing the most friendly disposition. Capt. Ross was at this time absent from the ship, and Commander James, the surgeon, and McInniss went in search of him. On the officers approaching the Esquimaux they seemed very timid, for they were then standing in a line three deep, and in the middle stood an old man who was very infirm, and who apparently was the father of the community. The officers still continued to approach them, but they did not move from their place, on which the officers dropped their guns on the ice, when the Esquimaux broke their lines, and brought out from the centre the old man formerly mentioned. The frankness of communication observed towards natives in their situation was practised towards them, and a mutual good understanding was soon established between them. They then came towards the ship without hesitation, but the old man was obliged to be drawn thither on a sledge, as well as his son who had only one leg; the name of the old man was Illietu, and that of his son Tullooachiu.

The general features, bodily and intellectual of these poor people, are nearly the same as those of the other Esquimaux tribes, particularly those, which inhabit the coasts of Baffin's Bay. The description of savage life is nearly applicable to all portions of mankind, placed below a certain degree of refinement, but the amiable character of the Esquimaux, forms a striking contrast to that of most savage nations. Insulated by nature from the rest of the world, they have no idea of any other human beings, and there is more of the true spirit of contentment to be found amongst them, than is probably to be met with in any other class of mankind whatsoever. Happy in his smoky dwelling, the Esquimaux knows no want, feels no inconvenience, unless the

weather prevents his accustomed hunting; he tills no land, nor concerns himself about any right of property, his experience extending only to the arts befitting his mode of life, and the climate forbidding his desiring any thing beyond common animal wants. In person they are short but stoutly made, the complexion is olive; the face broad, and the eyes small and piercing; good humour is fully expressed, but they have an indescribable mixture of wildness and ignorance.

Notwithstanding their rude habits and their seclusion from all civilized society, they are still an ingenious people, and their clothing and implements display considerable skill in the manufacture. Their sledges, knives, spears, &c., are formed from the bones of the whale and other fish, for wood is scarcely known amongst them. Their garments are sewed with great strength and neatness, their needles being made of bone, and their thread of mosses. The upper garment resembles a smock frock with a tapering skirt, and has a hood, in which the women carry their infants, but the dresses of the men have the hood also, and the trowsers and boots are alike for each. In very severe weather the natives wear a double set of garments, the furs being next the skin and outwards, the fleshy sides of the two hides coming together. They use immensely long whips with great dexterity, made of hides and plaited extremely well; the thongs are as thick at the large end as a man's thumb, tapering off gradually, and terminating with a single lash of the same material. The children have them for their amusement, and the whole tribe crack their whips in a style superior to French postillions. The number of Esquimaux at this time amounted to thirty one, but their dogs and families were about three miles from the ship, where they had built their huts. Capt. Ross took some of them into the cabin, and showed them some pictures of Igloolik voyage, whilst others on the ice amused themselves with the fiddle, and with looking at themselves in the looking glasses. Some food was offered them, but they refused to eat anything, although they did not testify any great objection to drink some of Felix Booth's gin, which gradually rendered them merry and familiar, and in the evening they returned to their huts. Capt. Ross and Com-

mander Ross accompanied them for nearly two miles, and having parted from them on the most friendly terms, returned on board.

At the close of divine service on the following day, the officers went in search of the habitation of the Esquimaux, but before they had proceeded a mile, they saw the Esquimaux approaching, and they returned with them to their huts, where every proof of kindness, which their savage nature could suggest, was shown to the illustrious visitors. It is perhaps not illiberal to remark that this kindness was in a great degree, the consequence of the presents, which Capt. Ross had brought with him, for on receiving any thing, their joy was excessive, jumping and shouting in the most hideous manner, and making the most extraordinary gestures, as if they were a set of lunatics. The tribe consisted of about 70, and it was ascertained that the place where they had now constructed their huts, was what they called their stow-hole, or depository of their winter provisions, it appearing to be the custom of these people, during their hunting excursions in the summer, to bury the produce of the chase in deep holes in the snow, and then in the winter to construct their huts in the immediate vicinity of their magazines. From information obtained from them, the rein-deer and other articles of food which were seen in their stow-hole, had been buried there since last September, and as soon as this stock of provisions was exhausted, it was their intention to move farther into the country, where they had established another magazine.

The natives in return for the presents, gave Capt. Ross a bow and arrow, and several of them were induced to return with the officers to the ship, with a view no doubt of having some further presents made them. Two of them were taken into the cabin when dinner was served up, but they seemed to view the good things with positive disgust, and no invitation nor entreaty could induce them to partake of them.

It may be here necessary to state, that on the sailing of the vessel it was a regular order throughout the ship, that no man was to be allowed to purchase any article of an Esquimaux, and

therefore whenever any of the Esquimaux came into the cabin, they were placed rank and file, and Capt. Ross and the steward had to overhaul them to see what they had for sale, and accordingly as the steward expressed his opinion, and the consent of Capt. Ross obtained, the articles were all bought; they consisted chiefly of their own dresses and fishing tackle, but they were all put under lock and key, and under the immediate charge of Capt. Ross himself, until at last he obtained such a quantity of these things, that the steward was obliged to fill three casks, the size of each cask being 336 gallons. The poor creatures contrived however to sell some things clandestinely to some of the crew, and were far better paid for them than by Capt. Ross himself. This circumstance called forth a spirit of deception amongst the natives, for as self interest predominated here as well as in more civilized countries, they concealed many of their things until they had been examined, and then in the absence of Capt. Ross, they would repair to their stow-hole, and sell them to good profit to the crew.

It was a matter of great wonder to many of the crew, the extreme eagerness which Capt. Ross manifested to collect a vast quantity of articles from the natives, which on his return to England, could not be made of any possible use. As a proof of the ingenuity of the people, and in some respects of the natural productions of the country, it was most advisable that a specimen of almost every article should be obtained, but the collection of three or four casks of Esquimaux dresses and other useless articles, might certainly contribute to fill up the hold of the vessel, and appear as the trophies of his mighty undertaking, to astound the eyes of his countrymen on his return. From some circumstances however which have taken place since the return of Capt. Ross, and we allude in the first instance to the panorama of Felix Harbour, got up under the immediate auspices of the gallant Captain; and in the second to the representation of the principle scenes of his expedition, also got up under the immediate direction of the Captain, exhibiting in Vauxhall Gardens, and in both of which, if report be not guilty

of falsehood, the services of the Captain are not gratuitous, we repeat that on taking these circumstances into our consideration, it is by no means an improbable conjecture, that in the collection of so many Esquimaux dresses, bows and arrows, fishing tackle, and dog whips, a most lucid idea had shot suddenly into the brain of the naval hero, as he was sitting pondering in his fauteuil, in one of the dark and dreary nights of the Arctic winter, that although it was by no means his desire that the public should look upon his expedition as a farce, yet were he to turn it into a farce on his return, it could not fail to prove a hit, especially if it were announced in conspicuous characters in the bills of the day, that the actors would appear in the real dresses of the country, each furnished with a bow and arrow, and a fishing rod and a bone hook, all of which had been brought home by the principal actor in the farce. In order however to render the scenic description of it complete in all its departments, it was necessary that many auxiliaries should be obtained, which were to impress on the minds of the spectators, the most thrilling sensations of the dangers and hair breadth escapes which the gallant Captain had undergone in his various feats, with the terrible monsters which were indigenous to the country. Thus it was necessary that a number of skins of seals, and of sea unicorns should be obtained, which on their arrival in England, being properly stuffed, could represent *ad vivam*, whilst squatting at the base of an iceberg, an example of the high courage and intrepidity which the Captain frequently evinced, in his desperate encounters with the harmless animals. A sledge or two might also be found highly useful, and strictly in character with the scenic exhibition, and then having already some dogs of the country in his possession, properly trained to the drawing of a sledge, the whole of it would present a *coup d'œil* never before witnessed in this country. We certainly confess that we give the whole of this statement as a conjecture, but at the same time we feel convinced, that we have put a most lenient construction upon the act of Capt. Ross, in fill ; three large tubs with Esquimaux dresses and other articles, one of which would have been sufficient to convince the people of England, that there was something more true and

real in his description of the natives of Felix Harbour, than in the existence of the Croker Mountains.

On the 11th two Esquimaux came to the ship, one of whom was Tullooachiu, who had but one leg. It had been taken off below the knee in the most masterlike manner, the operation of which was thus described; the upper part of the leg was bound with thongs, and the flesh stripped from the lower part with their rude knives, the bone was then inserted in a hole in the ice and snapped asunder, the parts were then seared by some lighted moss, and nature did the rest. He was introduced into the cabin, and on being informed that another leg could be made for him, he burst out into the most frantic exclamations of joy, and the carpenter was called in to take the measure of the new leg that was to be made. As soon as this ceremony was completed, Commander James laid before them a piece of paper and asked them to trace on it the way which the land trended, and according to their marking, every thing appeared favourable to the object of the expedition; according to the account given by them, the expedition had already seen the coast of America and that forty miles to the south west were two great seas, divided by a narrow strait or neck of land. It was computed that about nine days journey would bring them to the place which they had marked out.

The weather continued fine, the wind north by west, but the frost was intense in the extreme, of which some idea may be formed, when it is stated that the increase in the thickness of the ice was from $3\frac{1}{2}$ to $4\frac{1}{2}$ inches daily.

On the 12th ten Esquimaux came to the ship, five of whom were taken into the cabin, for the purpose of forming a chart of the adjacent coast, and they varied very little from the account given by those on the preceding day. During the night of the 13th, the ship received some very heavy shocks in consequence of the ice cracking, and which rendered their intercourse with the land more difficult. Capt. Ross, attended by a party, proceeded towards the Esquimaux village, but on their way they met about a dozen coming to the ship, and they all returned to the huts. It was ascertained that they had been on a sealing excursion but with-

out success. It is a most curious sight to observe one of the Esquimaux watching the resort of the seals; in the first place he constructs an edifice of tablets of snow of a semicircular form, in the vicinity of a place which is known to be a seal's hole, and he will sit for many hours in a crouched form, with his elbows resting on his thighs in despite of the most inclement weather, watching with all the eagerness and intensity of the cat watching the mouse, the appearance of the seal from his hole. On the projection of the snout of the seal from the water, the Esquimaux remains as if breathless and motionless, until by degrees the animal crawls from the water and continues its course on the ice as if in search of food. The Esquimaux however moves not until the seal has attained some distance from the hole, when he suddenly darts upon him, and kills him with his spear. On this occasion Capt. Ross took with him a paper for the women to form their plan of the coast, but they seemed all to be alike, and at the same time highly encouraging to the future prospects of the expedition. On their return Commander James killed three grouse, and from the report of the natives, it was ascertained that an abundance of game was to be found higher up the country, but that in their present place, it was comparatively scarce. An unfortunate accident this day befel the launch, which got completely under the ice and the crew were occupied the whole of the following day in the extrication of it. About noon they were visited by some of the Esquimaux, amongst whom were two women, and Tullooachiu, who had come to make some inquiries about his wooden leg, but although it was not quite finished, he tried it on, and appeared highly delighted with his new acquisition.

The Esquimaux women are not the most lovely objects in nature; their features are disagreeable, their hair long and harsh and exceedingly black, their dress approaching very nearly to the ridiculous. The hood comes round the face, and leaves only a little of it exposed. The vest in front falls into a stomacher point, but the most singular things are the boots, which come up higher than any fisherman's, and are nearly as large round as her body. The fur of these and of the garment between them

and the vest and of the mittens is worn inside. These preposterous lady's boots are stated to be the most essential part of an Esquimaux woman's dress, forming their pockets, their tool boxes, and even their provision cupboards. When the ladies were detected in pilfering any thing on board the Victory, the pilfered article was sure to be found in their boots. In some respects the female appears to be more stupid and ignorant than the male; on coming on board they looked round, either with the most stupid indifference, or were struck dumb with astonishment, as they had never seen a ship before, nor indeed a man besides their own race. They were nothing loth to receive whatever present were offered them, and as the intimacy increased between them and the ships crew, it was found that their favours were to be purchased at a very cheap rate, or by a very trifling present, but nevertheless the consent of the husband was previously asked and on the condition of receiving part of the presents, it was never refused.

It is the opinion of these Esquimaux, that their race sprang from a female beneficent spirit, and that the other creatures of the earth, and particularly their dogs are descended from a wicked female spirit, who is made accountable for all the accidents, and even the deaths which occur. There is generally a conjuror or *angkok* amongst them, who pretends to possess an almost unlimited power over this malignant spirit, and who in cases of sickness, is called in to exercise his dominion over the spirit, and to compel him to forbear giving any further annoyance to the afflicted person, and it not unfrequently happens that nature effects the cure, and the merit is given to the conjuror.

The cold which the crew now endured was intense in the highest degree, the thermometer being 40 degrees below zero, that is 72 degrees below our freezing point. Capt. Ross tried the mercury to see if it would freeze, and in two hours it was a solid body. Mercury ought to freeze at $39\frac{1}{2}$. In this extreme cold the temperature of the lower deck was seldom higher than 40, being only 8 degrees above the freezing point, except on those days when the oven was lighted for baking, when it rose from 50 to 57.

During the night of the 15th the launch filled with water, but the weather was too severe for the crew to work outside, and therefore the most serious apprehensions were entertained, that the loss of the launch was irremediable. Notwithstanding the extreme cold, Tullooachiu was drawn to the ship by another Esquimaux, it being the appointed day on which the wooden leg was to be finished; they were taken down into the cabin, and the carpenter brought the leg, and fitted it to the stump, when he walked about the cabin exhibiting the most extravagant joy. He was so delighted with his new acquisition, that he would not allow the carpenter to take it off again, but showed the greatest anxiety to reach home, in order that his wife might make him a skin shoe to put on the end of the stump, to prevent him from slipping on the ice. Previously to seating himself in the sledge, he took off his wooden leg and carried it on his lap.

The weather for some days was so severe that no communication was had with the natives, and the crew were confined to their usual operations on board. The health of the Armourer was evidently daily declining, and little hope was now entertained of his recovery; the weather had a sensible effect upon his disorder, which being asthmatic, he could not endure the inclemency to which he was exposed, nor those sudden transitions, which distinguish the northern climates, and which are even trying to the most robust constitutions.

On Sunday the 17th it blew a heavy gale during the whole of the day from the N. N. W., but the weather moderating on the 19th, three men and two boys came to the ship, and were taken by Commander James into the cabin, where having made them some trifling presents, they were induced to draw a chart of the neighbouring coasts, and it varied considerably from the former ones, which had been drawn by the natives, on their first coming to the ship. According to the first charts that were drawn, little doubt existed of a passage being to be found; but according to the chart now drawn, the place in which the Victory then was, was nothing but a large bay, indented with many smaller bays and bights, and a great number of very large islands. From some information, however, which these Esqui-

maux furnished, Commander James was induced to attach greater faith to their report, than to that which had been previously given, and yet it would have been highly injudicious and premature to have acted upon the information of any of the natives, from the consideration of the great discrepancy which existed in their reports, although it must have been allowed, that personal interests could not have led them to falsify their information, or to have given it designedly wrong, merely for the purpose of misleading. At all events, the information which these Esquimaux gave, was not calculated by any means to enliven the hopes of the Commander of the expedition, or to lead him to believe, that he was in the direct track of becoming the discoverer of the north west passage.

Previously to their leaving the ship, a present of an empty cannister was made to each of them with which they seemed highly pleased, but their manner of fitting on the lid was clumsy and awkward in the extreme, and when one of them succeeded in getting it on, he shouted for joy, as if he had accomplished a most wonderful deed.

On the 20th, the interminable labour was resumed of digging the parts of the engine out of the ice, and considering the almost total worthlessness of the articles in reference to any future use, to which they could be applied on board the vessel, it is perhaps saying not too much, that it was a labour to which the men should not have been subjected, exposed as they were continually, not only to the severity of the frost, but to the immersion of their feet in the water, which occasioned a continual numbness in their extremities, highly injurious to their health. It is sometimes not an easy matter to convince an individual of his error, notwithstanding the circumstances become so multiplied upon each other, that the most positive proofs hourly present themselves to shew to the individual that the course, which he is pursuing, is the wrong one. Capt. Ross, it might have been supposed had received the most convincing proofs during his voyage to Felix Harbour, unless his mind was of that marble constitution, that scarcely any impression could be made upon it, that he had committed a most egregious blunder in affixing a

steam engine to his vessel, unless he could, by his ingenuity have converted an iceberg into such a combustible substance as to supply the deficiency of coals, or that a fire could be made to yield to the propelling power of the paddles, with the same facility, as the waters of the Thames at Richmond. When therefore we find the health of the crew actually endangered in attempting to regain possession of such a mass of lumber, which certainly entitled Capt. Ross to have the inscription of "Dealer in Marine Stores," painted on the stern of his vessel, we cannot but consider it as one of those preposterous acts, which even a wise man will sometimes commit, in order to shew to the world that in some things, he is as great a fool as some others of his fellow creatures.

Capt. Ross was at this time taken ill, but his indisposition was not of long duration. The severity of the season had prevented the officers from pursuing their sports on land, but on the 20th, Commander James went on an excursion into the country, and shot one grouse, several others were seen, but the sportsmen could not get within shot of them. The party visited the huts of the Esquimaux, but very few of them were there, as they were employed in sealing, having caught from 17 to 20 in two days.

At a quarter past twelve on the 20th, the first glimpse of the sun was obtained after an absence of fifty-two days, and the hearts of the crew became exhilarated, as their long dreary night was drawing to a close, and the period fast approaching when they were to be emancipated from their icy imprisonment, and once more hoist their sails in the prosecution of their adventurous enterprise. The feelings which animated the breasts of the whole crew of the Victory, on the return of the sun, can only be appreciated by those, who, suffering under a great and heavy deprivation, behold themselves on a sudden emancipated from the weight of it, and a bright and animating prospect opening itself before them. To the aspiring and ambitious mind, the view of the object, which was to light him to his deeds of fame and noble enterprise, was hailed with all the fervour natural to the enthusiast, whose whole soul is absorbed in the accomplishment of some great and noble purpose, and who feels his energies

advance in strength and power in proportion as he surmounts the obstacles, which present themselves to his success. That there were some ambitious souls on board the Victory, who were not led solely by a love of lucre, to engage in the perilous enterprise, cannot for a moment be considered as a matter of doubt, and it may be said

They have felt
A presence that disturbs them with the joy
Of elevated thoughts; a sense sublime
Of something far more deeply interfus'd,
Whose dwelling is the sight of setting suns,
And the round ocean, and the living air,
And the blue sky, and in the mind of man,
A motion, and a spirit that impels
All thinking things, all objects of all thought,
And rolls through all things.

Determined however as the commander of the expedition might be to prosecute his voyage as soon as the weather would permit, yet the general expectation of success was considerably diminished, by the reports which the Esquimaux gave them at different times of the adjacent coasts, and particularly of the existence of an open sea to the westward. Respecting the latter the opinion of the natives appeared to be unanimous that no open sea whatever existed, and that far to the westward it was nothing but a kind of archipelago, or cluster of islands, between which the navigation would be attended with great difficulty and danger. One morning however they were surprised by a visit from Tullooachiu, who had broken his wooden leg, bringing with him a native far advanced in years, and who was represented to be better acquainted with the adjacent coasts, than any other of the natives, who had visited the ship. There was however something in the manner of this new informant, which struck the officers very forcibly, as differing considerably from the frankness and simplicity which characterized the other natives, for he gave them to understand that he would not give them the required information until an adequate present had been made him. This circumstance excited some suspicion in the breasts

of the officers, that his design was to impose upon them, and Tullooachiu was strictly examined as to the superior knowledge which his companion was supposed to possess respecting the state of the sea to the westward, and how it had come to pass that he should be the only person of their tribe, who was able to give an accurate report of the adjacent coasts. Tullooachiu gave a confused and blundering account of the manner in which the knowledge was obtained, but in one respect he said he could be borne out by the whole of the tribe, that his companion was known to be the most bold and persevering hunter amongst them, and that he had penetrated in his hunting excursions further westward than any of them. This was in some respects a very plausible account of the source from which the greater knowledge had been obtained, and Commander Ross determined to try the experiment of purchasing the information from this interested native, and accordingly made him a present of two canisters and a fish-hook; but it was at once evident that the cunning savage did not consider the presents to be in any degree equivalent to the information which he had to give, and seeing a telescope of Capt. Ross' lying on a table at the further end of the cabin, he very deliberately walked towards the table, took possession of the instrument, and with the greatest sangfroid proceeded to deposit it in his pouch. He was however soon constrained to restore the property to its rightful owner, but it excited his indignation to that degree, that he left the cabin in high dudgeon, and soon after took his departure from the ship, using the most violent gestures towards Tullooachiu, and apparently rebuking him in the most opprobrious terms. It was subsequently discovered that the opinion which the officers had formed respecting this man were founded in truth, and that he was one of the greatest cheats and impostors amongst the tribe.

It must however be remarked that fraud and imposition had been a part of the education of this man. The Angekok or conjuror of the tribe was an infirm personage, not exactly grown grey, but grown very old in practising upon the credulity and ignorance of his tribe, and as his decease was an event not far

distant, the native above alluded to was the candidate for the high and important office, the chief and principal qualification of which consisted in the superiority of his tact for imposition and deception. The Esquimaux entertain a belief in certain spirits or superior beings, and this Angekok or conjuror is supposed to have those spirits under his controul, and that he is enabled to descend to the regions where they hold their dominion, and there to force them to relinquish any evil designs, which they may have in contemplation against any of his tribe. The proceedings of these Angekoks are all carried on in the dark, and during their incantations, they are generally accompanied by their Torngak, or familiar spirit, who being as deeply skilled in imposition as his master, acts as his assistant during the performance of the farcical ceremony, and who also pretends to have some acquaintance with the powers below, though not possessing that direct controul which peculiarly belongs to the Angekok. In some instances, the conjuror is attended by his wife, who has been properly initiated in all the mysteries of his profession, and who assists her conscientious husband most conjugally and zealously, in the performance of the necessary rites. When the assistance of the Angekok is required, which is particularly the case when there is a scarcity of seals or sea unicorns in the seas, as it is supposed that they are kept away by the malignant influence of the demoniac spirits, he is sent for to the hut of the oldest native, in order that he may be prevailed upon to take a journey to the lower realms, in order to force the malignant spirits to forego their hold over the animals, and to give them free liberty to visit their former haunts, and thereby obviate all fear of an approaching famine. It is supposed by the natives that a particular genius, very evil minded and ill disposed, takes the animals at times under his especial protection, and instructs them in the various devices and stratagems which are employed on earth for their caption, and therefore it is most natural to suppose that the animals will cautiously avoid those places, where such stratagems are put in force against their life. It is therefore very proper that the Angekok should put an end to these malicious proceedings on the part of the evil genius, and

this according to their opinion, cannot be effected by any other means than by a personal visit to his submarine dwelling, and threatening him with instant chastisement, unless he reforms his conduct. This the Angekok undertakes to perform, and the ceremony begins with his stripping himself naked and extending himself on the ground, when he is immediately covered with a large mat, and every glimpse of light is excluded. He then utters some strange incantations consisting of sounds hardly articulate, and to which perhaps it would be impossible to attach the slightest meaning. He now modulates his voice as to leave his dupes to believe that he is descending to the lower regions, and his voice gradually dies away, as if he were by degrees getting lower until the sound of his voice is lost altogether. The credulous creatures now sit in solemn silence, in all the intensity of anxious expectation, not a sound is heard among them, even the respiration of their breath is stifled as much as possible, in order that the first sound of the returning Angekok may be heard, which is announced by a slow murmur, gradually increasing in strength, until the appearance of the Angekok may be momentarily expected. This farce lasts about twenty-five minutes, and sometimes it has been known to extend to an hour, but then it is only when the evil genius has offered great resistance, and that the exertions of the Angekok have been put to the utmost stretch to overcome him. The moment of his arrival is made known by a private signal to his Torngak or his wife, who proceeds immediately to admit the light by degrees, until on a sudden the Angekok emerges from under the mat, and the whole assembly rise, uttering the most discordant shouts and by their gestures exhibiting the most frantic joy.

One indisputable proof of his converse with the spirits below, are some strips of fur, which have been fastened on his fur coat, by one of the spirits, which the natives can satisfactorily vouch, were not attached to his coat previously to his descent, but which have been artfully attached to it, during his temporary absence, by his wife or his Torngak. He then proceeds to describe the result of his mission, and of course, he is always victorious. He describes his battle with the evil genius as truly

terrific, and he generally produces a bloody knife or some other equally cogent testimony of his astonishing prowess, and of the vengeance which he has inflicted upon the recreant spirit. In order to release the bears from her controul, he found it necessary to cut off the lower joints of her four fingers, on which the bears immediately made their escape, and hastened to their natal haunts on earth. For the purpose of liberating the seals, it was deemed requisite to cut off the second joints; the sea unicorns were to be liberated from their thralldom by the excision of the upper joints; and by the amputation of the whole hand, the whales obtained permission to revisit the enviable shores of the Esquimaux. Of course it sometimes happens that notwithstanding these valorous exploits, the animals do not make their expected appearance, but a cheat, who can impose upon his countrymen with such fables and absurdities, is soon able to invent others of a still more monstrous nature, in order to account for the failure of any of his exploits, and the greater the absurdity, the greater is the belief, which is attached to it.

The crew of the Victory were now doomed to lose one of their most efficient members, in the person of Mr. James Marslin, the armourer, who had been long indisposed with an asthmatic complaint, which of all others was less able to withstand the inclemency of an arctic winter. He died on the 20th January, at half past nine, without a strain or struggle. For a few nights previous to his death he had enjoyed some repose, and by the administration of the proper cordials, his life may be said to have been prolonged, but no hope of his ultimate recovery was entertained either by his medical attendant or any of the crew. He made his will, which was drawn up by Mr. Light the steward; his sister Mary Smith, and her youngest son succeeding to the whole of his property. On the following day two of the crew were employed in sewing up his corpse, whilst others went on shore to dig his grave. This was however found to be a task of no little difficulty, as with the utmost exertion of the crew, they could make very little impression on the ground on account of its extreme hardness from the intensity of the frost.

The ship was visited on the same day by six of the Esquimaux,

four of whom had never been on board before. They were taken into the cabin, where they appeared literally petrified with wonder. They stared about them with all the vacaney of an idiot, and their eyes wandered from one object to another, but when they saw their own figures in the looking glass, they uttered the most extraordinary expressions of excessive joy and astonishment. One of them stepped cautiously behind the glass, expecting to find the object which it represented, but being disappointed, he shook his head, and advancing forward took another glance at his reflected figure, and then burst out into an extravagant fit of laughter. Their height was taken, the tallest was found to be five feet five inches, and the shortest five feet one inch. The average height of the Esquimaux, may be considered to be about 5 feet 5 inches; the women are in general shorter than the men, and more inclining to obesity.

The Esquimaux had scarcely left the ship, when the crew were exhilarated by the appearance of the sun, his upper limb rising beautifully on the horizon, and shining for the period of twenty minutes with all his lustre. Beautifully applicable were then the words of the poet:

Thou art O God, the life and light
Of all this glorious world we see;
Its glow by day, its smile by night,
Are but reflections caught from thee,
Where'er we turn thy glories shine,
And all things bright and fair are thine,

When day with farewell beam delays,
Among the opening clouds of even,
And we can almost think we gaze
Through golden vista's into heaven;
So soft, so radiant, Lord! are thine.

When night, with wings of starry gloom,
O'ershadows all the earth and skies,
Like some bright, beauteous bird, whose plume
So sparkling with unnumbered eyes;
That sacred gloom, those fires divine,
So grand, so countless, Lord! are thine.

With the appearance of the sun, the weather assumed an extraordinary degree of mildness, the wind blowing from the south west, and the crew took the advantage of it to spread some gravel on the ice, for the purpose of making a walk from the vessel to the land. This labour was however in many respects rendered fruitless, for the irruption of the water was sometimes so sudden as totally to cover the gravel, which under those circumstances might be considered as wholly lost.

A considerable number of Esquimaux visited the ship on the 22nd, and they were all taken into the cabin, but some of them evincing a strong disposition to pilfer whatever they could slyly lay their hands upon, Capt. Ross expressed his determination that none should be admitted into the cabin but under particular circumstances, and then not in a body, and never more than three at a time; for it was found impossible to keep such a vigilant eye upon them as to prevent some of the things from being carried away. Some of these natives were as tall as 5 feet 9 inches, while others were as diminutive as 4 feet 9 inches. The oldest of them was 44, the youngest 28.

On the 23rd, a most beautiful exhibition of the Aurora displayed itself, which was not confined to one part of the horizon, but appeared in vivid coruscations in every quarter of it, being equally as bright in the south as in the north, and throwing a light on every object almost equal to the rays of the sun.

The 24th being Sunday, was the day appointed for the burial of the armourer, and the crew were called to breakfast at half-past seven, in order that the ceremony might be performed before the Esquimaux came on board, and previously to the regular service of the day. At half-past nine the whole of the crew were mustered, and part of the burial service was read; at ten the corpse was carried, attended by the whole of the crew to the grave, and although none of the gorgeous and emblazoned trappings which wave over the putrid remains of the noble and the rich, distinguished this humble procession of the funeral of a British sailor; although no undertaker; that sickening compound of exterior grief and inward joy, strutted slowly and stately before the corpse, calculating the amount of his gains, and the best possible means

of enhancing them according to the station which the deceased held in life—although no funeral bell sounded from a neighbouring church, proclaiming what is pompously called, to the world, which includes the circumference of quarter of a mile, that death has made room for another of his victims on the the earth—although no surpliced priest stood bare-headed on the brink of the grave, muttering from a book the words, which he has known from his infancy by heart—although the earth in which the corpse was to be placed, had not been consecrated by some lawn-sleeved mitred dignitary of the church—yet in default of all these supposed necessary and indispensable ceremonials, which accompany the interment of the individual, who dies in the dim and gloomy curtained chamber, not less fervent were the prayers; not less acceptable in the eyes of heaven were the rude and simple forms, which marked the interment of the seaman of the Victory on a desolate shore, which might never again be visited by those, who placed him there, or by one who spoke the language of his father-land, and where he might sleep in his rugged grave, in a region of desolation and unbroken silence, as soundly as those, who lie mouldering in the sculptured mausoleum, or in a royal charnel house.

Arranged round the grave, which was only 2½ feet deep, the crew beheld the partner of their toils laid in his last resting place—no coffin enclosed his remains—no gilt escutcheon told his name and age, his hammock was his shroud, his pillow a piece of granite; the latter part of the funeral service was read, the grave was filled up with coarse gravel, and as the crew retraced their steps to the vessel, they might say

There is a low and lonely place of rest
Upon whose couch the worn and wearied frame,
Reposes in forgetfulness—and there
The streaming eye of misery is closed
In sweet and dreamless slumber; on that bed
The painful beatings of the breaking heart,
Are hushed to stillness; and the harrowing pangs
Of hopeless agony, are felt no more;
Around that silent dwelling place, the veil

Of darkness curtains closely; not a sigh
Nor lightest whispering of the summer wind
Steals on the breathless and eternal calm,
Which o'er that region spreads its canopy.

On the return of the crew to the ship, divine service was performed, which was scarcely finished before a group of Esquimaux were seen advancing towards the ship, amongst whom was Tullooachiu on his wooden leg, and who appeared to be so perfectly at home with his new acquisition, that he at times got the start of his companions; and although the road which he had to travel on, had not had the advantage of Mr. Mc. Adam's genius, yet in despite of all its ruggedness, and its slippery nature, the wooden leg bore him stoutly on, and he seemed to pride himself on the skill with which he managed it. The principal motive of the visit of the Esquimaux was to dispose of some of their dresses, which were obtained by some of the crew for a very trifling equivalent. A complete suit, and two pair of shoes were obtained for an old rusty knife and a fish-hook, but so determined was Capt. Ross to monopolize to himself the commerce of the Esquimaux, that he issued the most peremptory orders that none of the crew should purchase any of the articles, although in many respects some of them might have been highly serviceable to them, in protecting them from the inclemency of the weather. It is impossible to divine the motive of Capt. Ross for having recourse to this strict prohibition, nor could it be even guessed at by any of the crew; as articles of trade on their return to England, they were comparatively speaking of no value whatever, and as mere specimens of savage ingenuity, it required not three or four large tubs full, to establish and confirm the axiom, that necessity is the parent of industry. A certain writer has said, *De gustibus non est disputandum*, which has been translated for us by one of the Eton scholars, into, "there is no disputing about Capt. Ross' hobby horses," although some of them it must be owned have treated him rather scurvily, kicking, and rearing, and plunging, and starting, and laying him at last almost over head and ears in a quagmire, to be pelted at by every one who took a fancy to the sport.

In his first voyage, his greatest solicitude, appeared to be to obtain possession of a number of pieces of iron ore; no matter how poor in the precious metal, or diminutive in size; when had he consulted his common sense, it would have told him, that three or four specimens would have been all-sufficient to convince every member of the geological society that he knew, difference between lead and iron, and that he had thereby opened a new field for the exertions of the Emigration Committee by despatching a cargo of the surplus population of England, to work the iron mines of Lancaster Sound. A single specimen would have been sufficient to stifle the invidious sneers of certain individuals, who

“Hating the merit, which they cannot reach”

pretended in the plenitude of their sagacity, to draw a parallel between the gold ore which Capt. Frobisher brought home from nearly the same country, to dazzle and bewilder the eyes of queen Elizabeth, and her suppliant courtiers, and the iron ore which was brought home by Capt. Ross, for the meritorious purpose of proving to the Lords of the Admiralty, that he had discovered something, although, it was not exactly the object for which they had sent him out, as well as to convince the good people of England, that he was not deficient in gratitude; as in return for the gold which they had so generously bestowed upon him, he had brought them some iron, and having formally taken possession of the country in which it abounded, in the name of the king of England, he had conferred no little boon upon his country, in attaching so valuable an appendage to the British crown.

In his last voyage, the gallant captain mounted a different kind of hobby horse, but which in its nature and properties was rather more extraordinary than that which he had ridden so unmercifully in his first voyage. His first hobby horse was, although remotely, not wholly divested of utility, for although he might not have succeeded by his eloquential powers in persuading some bold speculator to purchase a steam engine, for the purpose of working the iron mines, which he had discovered,

yet the merit of the discovery was not a tittle the less, for how was he to be held accountable for the gross stupidity of other people, who, although he had so clearly and perspicuously pointed out the road to them, by which inexhaustible riches could be obtained, were yet so absolutely blind to their own interest, as not only to reject the golden opportunity, but to treat his discovery with derision and contempt.

It is however a very rare discovery to meet with a great genius who is not also in many respects a great fool, and this is said from the purest spirit of charity to Capt. Ross, for the laudable purpose of putting the best possible construction upon any act which he might commit, and which if measured by the regular standard of human action, might carry with it the stamp of extreme folly. His claim to the possession of extraordinary genius has been established in many instances throughout the present work, and no one who is the least acquainted with the results of his first voyage, will expose their own folly so much as to dispute his claim to be ranked amongst the most eminent of Britains sons, in the extent of his maritime discoveries. Still however it would be a difficult task to discover in what particular, whether in the aggregate or the detail, his genius displayed itself in the collection of a vast number of Esquimaux dresses, and other articles of the manufacture of the country, which in his own could not be attended with any advantage or utility, unless he had in his own mind a remote intention of establishing an emporium in Monmouth Street, where the frequenters of masquerades and fancy balls; the captains of the Greenland ships and all future voyagers to the Arctic seas, might supply themselves at once with the choicest articles manufactured in the Esquimaux country, and where they could depend upon them being genuine, as imported. Let it not however be supposed that Capt. Ross stands singly in the world, in the collection of an almost indefinite number of useless articles, for he is able to appeal to the acts of some of the greatest men who have ever adorned this or any other country, as an example and excuse, for his predilection for the jackets, trowsers and boots of the Esquimaux ladies. Philip the second of Spain was a collector of clocks and watches; Sir Isaac Newton of tobacco pipes; George the fourth, of great and virtuous

memory, of pictures with brass pans and kettles in them. Alexander the First of Russia, was a great collector of animals horns, and although he knew them to be very abundant, he never could procure a human one---the present princess of Hesse Homburg, the immaculate daughter of George III, brought her husband as a part of her dowry the most unique collection of teapots, which ever adorned a royal mansion; and Dick Suet, the actor, considered himself the richest man in Europe, in the collection of his wigs. If therefore the genius of a man is to be estimated according to the intrinsic value of the article for which he exhibits a particular partiality, it will be allowed that Capt. Ross can justly rank himself above royalty, at the same time that he can be indisputably classed with the last mentioned personage in getting up as good a farce, as ever the enlightened but credulous people of England were called upon to witness.

On the 26th, the Esquimaux came to the ship, but they were not allowed to come on board, and the crew were strictly prohibited from purchasing any of their articles; with the exception of a bow and arrow, the whole were purchased by Capt. Ross; but on the following day they returned to the ship, and the officers being on shore, some of the crew took the advantage of their absence, and purchased all the articles which they had brought with them.

On the 27th, the wind blew almost a hurricane from the N.N.W., accompanied with such heavy drifts of snow, that the eye could not discover any objects at the distance of 50 yards. In the midst however of this inclement weather, the Esquimaux came to the ship, accompanied by their wives and dogs, but notwithstanding their urgent entreaties, they were not allowed to come on board. It was a matter of great surprise to the crew, to observe the manner in which the Esquimaux found their way back to their huts, when from the state of the weather it was not possible to see fifty yards before them, even the marks of their steps in the snow, had during their stay at the ship, been completely obliterated, and there was not a single object which could indicate to them the track by which they had come. The appearance of the Esquimaux in this snow storm was romantic.

and grotesque in the extreme; clad in their dark vestments, they appeared in the midst of the white drifts of snow, like so many moving shadows gliding away into incorporeality, and gradually vanishing like so many spectres of the heath into airy nothingness. It was observed that the Esquimaux always kept their dogs in the front, urging them on at times by the crack of their whips, and it was then conjectured that it was by the scent of these animals, that the natives were able to find their way back to their huts. It must have been by some power of this kind, that they were enabled on this occasion to retrace their course, for no one but an Esquimaux could have endured "the pelting of the pitiless storm," or would have dared to face its terrors, with the chance of almost inevitable destruction appearing on every side. The sagacity however of the savage tribes, is well known in discovering their route to particular points, through woods where human footstep never trod before, and it is effected by a close attention to several natural phenomena, to which the creature of civilized life would pay no attention.

Thus the savage observes, that the bark of a tree is the darkest on that side which fronts the south, and he directs his course accordingly. The instinct, however, which guides the Esquimaux through his trackless deserts of snow, when in the midst of a snow storm, or one of those dense fogs peculiar to the country, he finds himself at a distance from his hut, is one of those problems which has not been satisfactorily solved. It is very probable that some truth lies in the hypothesis, that he is guided by the scent of his dog, but then this can only apply to the return of the Esquimaux to his hut, and not to his determination to repair to a particular spot or object, such as the Victory, for here the sagacity of the animal cannot be of any avail, unless, which is not very probable, the Esquimaux has some method, peculiar to himself, of imparting to his dog the exact object to which it is intended to direct his course. The most inclement weather appeared to have no effect upon the Esquimaux, for although the wind might blow a hurricane, driving the snow in dense volumes in every direction, and which would have made the effeminate European cower by his ingle side, as if his immediate death lay

in his exposure to it, the hardy natives were constant in their daily visits to the ship, although on one of these occasions, we shall have shortly to relate some circumstances, which do not speak loudly for the humanity or philanthropy of the officers of the Victory, and especially where a parallel could be drawn of the conduct of the rude and uncivilized savages, under circumstances of almost a similar nature. It may lead to an investigation of the great and important question whether civilization and education have a tendency to soften and ameliorate the naturally brutal dispositions of the human character, or whether in the acquisition of a show of exterior refinement, the intrinsic value of the character becomes so corrupted and adulterated, that every action becomes more or less distinguished by deceit and hypocrisy, and the chief intent of the life of a civilized being then appears to be, to cheat and over-reach his fellow-man.

During the morning of the 28th, the wind blew strongly from the north, with heavy driving snow, but notwithstanding these discouraging circumstances, the ship was visited by fifteen Esquimaux, ten men and five women, and by the latter, certain indications were given, that although they had neither dresses nor skins to barter for any of the commodities to which they might take a fancy, yet they were nothing loath to enter into a certain private negotiation, by which the crew might receive the best equivalent which they had to give, for any old rusty knife or other article which they had to dispose of. There are certain words which have a peculiar expression attached to them, when proceeding from the mouth of a beautiful woman, and although it cannot be exactly said, that the Esquimaux ladies came up to any ideal which the crew of the Victory may have formed in their own minds of feminine beauty, or that their lips were fashioned so pronounce, or were rendered still more beautiful by the whisper of some endearing word, such as my dear, my duck, or my darling, yet when the word *koonig* issued from the mouth of a buxom Esquimaux dame, there scarcely remains a doubt that the sailor to whom it was addressed, would have liked the lips that pronounced it better had he understood the meaning of it, but so little had he any notion of the real signification of it, that

for aught he knew, it might have implied an invitation to a sumptuous dinner of seal's flesh, and whale's blubber, or a formal polite inquiry into the state of his health. The expression of the word was also attended by a particular motion of the head, which consisted in a projection of the nose as far forward as possible, but for what purpose the gesture was made, whether indicative of contempt or affection was a problem too difficult for the uneducated seaman to solve, although he might have ranked as one of the most adept scholars in the classical gymnasium of the Victory. We know that in certain parts of the Mongolese country, a tweak of the nose is similar in its meaning to our shake of the hand, and the harder and more severe the tweak, the more sincere and ardent is the esteem which is entertained; it was certainly possible that the customs of the Mongolese might have penetrated as far as the country in which Felix Harbour was situate, but still it would have been rather a dangerous experiment on the part of a British sailor, to have taken an Esquimaux lady by the nose, before he had thoroughly convinced himself that it would be received as a token of her respect and esteem.

In the mean time however, the solution of the word *koonig* engrossed the attention of the sailors, for from the manner in which it was whispered in their ears, no doubt whatsoever existed, that some very significant sense was attached to it. It happened that one of the petty officers of the vessel had acquired a slight knowledge of the German language, and imbued with the spirit of a Johnson or a Walker, he decided that the Esquimaux word *koonig*, was evidently derived from the German word *könig*, although by what means it had travelled from Leipsic to the country of the Esquimaux, appeared like the very object of which he was in search, to be decidedly undiscoverable. The signification of the German word is a king, and therefore it is by no means a deduction half so far fetched, or so extravagant as some of the etymologies of Johnson, that the Esquimaux word *koonig* was one of high endearment, signifying most probably that the individual to whom it was addressed was the king or chief of his affections; this was a most plausible and talented conjecture, but then what construction was to be put upon the pouting or pro-

jection of the nose? this was a direct puzzler to the whole of the inquiring crew, as they sat in their smoke dried berth, and perhaps had the question been propounded to them by their domine, of the composition of the nucleus of the earth, there could not have existed a greater diversity of opinion, than was expressed on the momentous question, which then engrossed their undivided attention.

Amongst the many minor subjects, to which the government of the country directed their attention in the fitting out of the *Hecla* and *Fury*, was the selection of a library of the principal books, which treated of the former voyages to the Arctic seas, and which were always ready at hand to be referred to, when any difficulty presented itself, or when an explanation was required of any of the habits or customs of the several tribes of the *Esquimaux*, who inhabited the country. This unfortunately however for the crew of the *Victory* was not the case, and therefore they were bereft of that valuable source of information, which would at once have relieved them from their present embarrassment, and have served them as a guide in their future transactions with the *Esquimaux* ladies.

Chance will, however, often effect what the most studied premeditation and diligence will never accomplish: the sailors had never yet been permitted to extend their walks as far as the huts of the *Esquimaux*, and therefore they had never yet enjoyed the opportunity of observing their manners and customs in private life, and how far they differed in their essential character from the customs of more civilized nations. There are, however, to be found amongst every people, customs of nature as contra-distinguished to those of habit and education; and there is one belonging to the former class, which was introduced by Adam and Eve, carried by Noah into the Ark, and which has descended to almost all the children of that great patriarch, who migrated from the Tower of Babel to the four quarters of the world, and which, in its general practice, it will be universally admitted, has been the parent of some of the most extraordinary scenes which have been enacted upon the globe. It has however been surmised by those who pretend to be learned in such matters, that as the said cus-

tom is not known amongst the Esquimaux, they could not have been included in those tribes who wandered from Babel, and therefore, it may be considered as a direct proof that they are an original people, and that as they know nothing of the Tower of Babel, nor of the customs which were practised there, it follows that the Tower of Babel knew nothing of them. We are aware that we are here treading upon delicate and dangerous ground, for if the custom alluded to was in practice at the time of Adam, and there are not any documents existing to prove that it was not, and taking into consideration at the same time, that it is a direct natural habit, we are entitled to draw the inference, that the Esquimaux must have had an Adam and Eve of their own, whose natural habits were contrary to those of ours, although at the same time, it is a subject most proper for the solemn and serious investigation of the learned members of the Antiquarian Society, whether the effect produced by the habit natural to the Esquimaux, is the same in its ultimate *bearings* and relations, as that which is daily and hourly witnessed in the descendants of that particular Adam and Eve, of whom, for many very obvious reasons, we, the said descendants have such good and great reason to be excessively proud and over-flowingly grateful.

The custom which has given rise to this deep and erudite pre-
amble or exordium, is in its consequences often very alarming and marvellous, in its application delightfully sweet, and which, they who have acquired it, feel no disposition whatever to relinquish, which in itself shows that the schoolmaster with his march of intellect, has got before him a task of no enviable a nature, in his attempt to cure and controul the radical and inveterate habits of the human race, no matter to what end or purpose they may be directed.

The eccentric Hugh Arnot, of Edinburgh, wrote an essay upon Nothing, and on the other hand, we know many men, who have written an essay, in which nothing was to be found; we are, however, under a certain degree of alarm that we should be accused of a circumlocutory disposition in treating of this peculiar custom of the Esquimaux, when perhaps the subject might have been handled with greater conciseness and brevity. It is true

that an arithmetical or a mathematical subject may be treated as a kind of off hand matter, for the process is so clear and distinct without any digressions or wanderings; that we are enabled to fix upon the exact time when we shall arrive at the desired product. This is however by no means the case with the *product* of the custom which is now immediately under our discussion, for it comes sometimes very inopportunately before its time, and sometimes after its time, and sometimes, though very seldom, never at all. There is again, another very essential difference between an arithmetical sum, and the custom under discussion, for in the former we are certain at arriving at the conclusion that one and one make two, but the result of the custom to which we allude is, that one and one most generally make three, which has puzzled many sophists to account for, who never troubled their heads about the discovery of the north west passage, or any of the customs of the people who migrated from the Tower of Babel, to take up their residence on the shores of the Arctic seas.

This may be considered by some as decidedly heterodoxical, and trenching in a very unbecoming manner on that most sublime of all compositions, the Athanasian Creed: but the depth, the gravity, and more than all, the extreme delight, which an adherence to the particular custom imparts, sanctioned and approved of, as it is by every noble British sailor, who ever reefed a sail or weighed an anchor, are a sufficient apology for any prolixity which may have been evinced in the discussion of this important subject.

It must certainly be admitted that there are certain actions performed by the human race, which are so fixed and definite in their operations, and which may be considered as so unusually appertaining to the innate dispositions of the animal, that their exhibition, whether displayed amongst the Japanese, the Patagonians, or the Esquimaux partakes of the same character, and is governed by the same rules and principles. We are indebted to our researches into the Physiology of man, for the important discovery that the natural operations of eating, drinking, walking and sleeping, are performed very nearly the same by the people on the shores of the Chinese seas, as by those on the

shores of Baffin's bay ; but then on the other hand, there are some others, which are performed with a decided difference, and yet the effect produced is indisputably the same, which is in itself a conclusive illustration of the philosophy of Kant and Leibnitz, that two opposite causes can produce the same effect. A direct exemplification of the foregoing proposition is to be found in one of the customs of the Esquimaux, and which has given rise to this valuable and erudite dissertation on the innate properties of the human race. The custom alluded to, and which so deeply puzzled both the learned and unlearned individuals comprising the crew of the Victory, is that of the collision of lips, vulgarly known by the name of kissing. Now it will be seen, on referring to the dictionary of the Esquimaux language, given at the end of this work, that the word *koonig*, which was whispered by some of the Esquimaux ladies into the ears of the admiring sailors of the Victory, implies the act of kissing, and had the ladies offered their lips at the same time that they pronounced the word, there is perhaps very little doubt but that the sailors would, as it were by a kind of inspiration, have stumbled upon the meaning of the word, and the usual labial collision might have taken place. On the other hand it must be observed that if one of the sailors, more enamoured than the others, had shown any indication to salute the lips of one of the Esquimaux ladies, according to the manner and custom of his own country, the intent and meaning of the act might not have been understood by her, and further that she would have been equally confused and confounded, had he whispered in her ears the word *kissing*, as he had shewn himself at the sound of the word *koonig*. Nature in general does a great deal in these cases, for the act of kissing is not acquired by the mode of education adopted, by either Bell or Lancaster, but nature was, under the present circumstances, completely at fault, or at least, she had not rendered her instructions so clear and definite, that they could be read off at sight, without the immediate interference of some other person or power experimentally versed in the matter.

The moment was however near at hand in which all the doubts and surmises of the sailors touching this weighty matter, was to

be fully satisfied, and this was on the occasion of an invitation given to the Esquimaux party, to favour the crew with a specimen of their singing and dancing, and which might be afterwards represented on the boards of an English theatre, as a contrast to the dulcet tones of a Malibran, or the sylphike aerial motions of a Taglioni. It was not until after the most pressing entreaties had been made, accompanied by the promise of a handsome present, that the choristers and figurantes of the Esquimaux nation could be induced to display their extraordinary talents, and the party were accordingly ushered into the cabin, to give a specimen of their agility, and perhaps "to crack the ears of the groundlings," with their wide-swelling notes of harmony and of concord. The women placed themselves in a circle, and one man in the midst of it, who commenced the song, that is if the most unearthly howl that almost ever burst from human lips, be worthy of being denominated as such. If however the sounds of the accomplished cantator struck upon the ears of the astonished crew, as likely to burst their tympanums, dreadful was the effect when the deep and sonorous voices of the women joined in the chorus, each striving to excel the other in the altitude of their tones, until it arrived at one of those horrible screams which are supposed to issue from the mouths of the damned, on their first introduction into the boiling lakes of brimstone. The entranced auditors had hitherto contrived to preserve that decorum, which was requisite before such extraordinary performers, but when the last great and sublime chorus burst upon them, (to which the Hallelujah Chorus at the festival in Westminster Abbey, was like the sound of a popgun to the explosion of a two and thirty pounder,) then all further ceremony was at an end, the hands were applied almost instinctively to the ears, and the faces of the auditors became distorted, as if a dozen carpenters had been sharpening their saws "in horrid dissonance,"

Coming on the ear, like sounds infernal,

Startling in their graves the dead.

Convinced that neither Bunn nor Laporte, nor any other purveyor of cantators or cantatrices, would visit the Esquimaux to

select amongst them some *prima donna* to warble forth—*Ah perdona!* or *Tu che accendi*; to the dukelings, and lordlings, and greylings and foplings of the Opera House, the commander of the expedition declared himself perfectly satisfied with their cantatory abilities, and it certainly follows that a man who has had enough of a thing, must necessarily be fully satisfied.

During the confinement of Capt. Parry in the ice, he established a theatre in which the beauties of the English drama were represented, and most ably sustained, to borrow a theatrical phrase, by the whole strength of the company; and in the North Georgia Gazette, we read that the actors performed their respective parts in the most creditable manner, although no snarling waspish critic sat on the third row in the pit, to bestow his censure or his approbation according to the weight of the bribe, which had been tendered to him. Not intending however in the most remote degree to cast any illiberal or severe reflection on the histrionic talent of the theatrical corps of the Hecla, which burst forth in the most vivid colors, like the coruscations of the aurora which were flashing over their heads, still it must be acknowledged that although the Hecla company might have acquired some proficiency in their new profession, by the dint of study and application, yet that the theatrical corps which performed in the cabin of the Victory, had far the advantage of them on the score of nature, and if the authority of Garrick be in any degree valid on a subject of that kind, it is impossible for any individual to become a great actor, unless he takes nature as his guide; not that the tones of the performers of the Victory could be called naturals, for they ran into all the wildest and most discordant sharps and flats which were ever included in a musical gamut; but still it was nature—downright unsophisticated nature in its most genuine and unadulterated sense, no Lanza nor Liverati had been at their elbow, to determine the question of how many octaves their voices could sustain, and solfa-ing them from the highest to the lowest, until they arrived at the deep deep G of Miss Love, or by what other name that delightful warbler may be known. Taking therefore all these circumstances into our serious consideration, we cannot be accused of an unbecoming

partiality in awarding the meed of preference to the theatrical corps of the Victory, for in our judgements we have generally, though perhaps not universally, been inclined to award the decree to nature, leaving art to move for a new trial, with the liberty to challenge every Esquimaux, who is glaringly deficient in every thing which appertains to art, as an unfit person to form one of the jury.

We will not take upon ourselves to insinuate that Capt. Ross as stage manager of the theatrical exhibition on board the Victory, manifested the slightest intention to follow the example of the manager of the Opera House, or that when he had determined that the performances should take place, he had so far an eye upon the system adopted in that theatre, as to order that the opera, or the singing was to precede the ballot or the dancing, for we are by far too careful of the fame and reputation of Capt. Ross, and which in spite of all contradiction has been most especially evinced in the progress of this work, as to attach to him the stigma of following in the track of others, when his own great and commanding genius was in itself all sufficient to strike out an original course for himself; in the present instance therefore, it may have been the effect of mere chance, that the ballot of the Esquimaux was to succeed the opera, and accordingly, although neither Spagnoletti nor Mori was present to lead, nor in fact was there any proscenium to draw up; the dancers arranged themselves in their proper order, and the Taglioni, followed by the Brocard and Elsler, and all the *corps de ballet* were ready to display their graceful motions before the great commander of the Victory, and his enraptured crew. Had the bishop of London, or the Rev. Edward Irving; had Jeremy Taylor or John Wesley been present, they might have gazed at the exhibition, without the slightest wound being inflicted upon the extreme delicacy of their feelings—no tourbillons nor pirouetting was to be seen—no circumvolution of the petticoats, until they resembled one half of the unfortunate cylinders, which were then imbedded in the ice; they would only have seen a huge mass of human flesh covered with seal skin, attempting by a sudden jump to get nearer to heaven, and then coming down

again with a force which threatened to break in the floor of the Victory, and precipitate both spectators and performers in one undistinguishable mass into the hold below.

The feet of Taglioni were never heard to touch the ground, the steps of Mercandotti were scarcely audible, but gracious heavens and all ye worshippers of Terpsichore—tell us, thou great navigator of the Arctic seas, what were the feelings--- what were the sensations which thrilled through thy every nerve, as with thy straining vision thou didst behold the figurantes of thy *corps de ballet*, throwing out their legs first to the right and then to the left, then fore and aft, like the pendulum of a clock, and then giving a backward, shade of Vestris forgive us! for thy well known bound was a mere hop to it; and then alighting on the floor like the monkey falling on the pile, or the rammer of the pavior on the granite stone, accompanied also with the usual sonorous and harmonious grunt, like the deep diapason note of the organ, though varying in the intensity of its sound, according to the pulmonary ability of the danseuse. A pause in the dancing suddenly took place, expectation was on the stretch to ascertain what was forth coming; the furrows on the brow of the commander increased wonderfully in depth, and his dark and shaggy eyebrows bristling terrifically over his sunken eyes, bespoke the internal commotion of the man; Felix Harbour never saw the like before, and centuries will most probably elapse before it will see the like again. To those who have paid the slightest attention to the operations of nature, it would be superfluous in us to remark, that previously to any great act or exertion on her part, she generally sinks into a state of repose, as if it were her disposition to collect all her scattered powers, in order to enable her to endure the approaching commotion. A calm is proverbially indicative of a storm; Vesuvius is generally at rest previously to an eruption, and *non magna componere parva*, which being Anglicised means, that a sprat should not be compared with a whale; Capt. Ross was assuredly at rest before he paddled away with his steam engine to break the ice of Baffin's Bay.

Not a leg nor limb moved of the whole *corps de ballet*, when on a sudden a piercing-cry of *koonig, koonig, koonig*, issued from

every mouth, and as the spectators had ascertained the meaning of the word, it was expected that the lips would meet in sweet communion, and prove the finale of the entertainment: great and excessive however was their surprise, when instead of the lips being offered, their squat and ugly noses were projected towards each other, and having given to each others' nose a certain quantum of friction, the ceremony of kissing was completed. We have been informed, for we do not profess to write from any personal experience on a subject of so delicate a nature, that in its effect the European method of kissing may be compared to the collision of two clouds charged with electrical matter, a flame is occasioned, which runs through the whole frame, and which cannot be afterwards quenched by any exertion of the acting parties, and were the whole fire brigade of the metropolis to hasten to their assistance. Acting upon this information, which we have some reason to believe is founded on truth, we have felt an invincible desire to ascertain whether the same effect be produced by the collision of the noses of the Esquimaux, as by the collision of the lips of the Europeans; and whether the feeling that is excited be more or less intense according to the size of the nose, or to the degree of friction that may be used. If the former be the case, what a universal favourite would our old friend Bardolph have been amongst the Esquimaux ladies, and as to Slawkenbergius, the extreme magnitude of his nose would have rendered him irresistible. In familiar parlance in this country, it is common to say of an individual, who takes upon himself the character of a Paul Pry, *he pokes his nose every where*; but what might be the consequence if an Esquimaux were to poke his nose everywhere, or even to allow his neighbour to poke his nose wherever he pleased. Were the Esquimaux blessed with a court of law, or cursed with lawyers, some business might result from this indiscriminate and licentious habit of poking the nose; at all events, the necessity is obvious to every individual who travels into foreign countries to make himself acquainted with the customs of the natives as soon as possible, or perhaps he may give the most serious offence, when none whatever was intended, as for instance, it was possible that Capt. Ross himself might

have poked his nose further into the face of a newly married Esquimaux lady than might have been agreeable to her husband, without however the slightest intention existing on his part of offering her one of his chaste salutes, and certainly it will be allowed by all who have had the happiness of seeing it, that the nose of the captain is by no means of that unseemly make, as not perhaps to have raised some desire in the breast of the Esquimaux ladies to enjoy the delight of a rub of it. It must further be supposed that the same diversity of taste may exist amongst the Esquimaux ladies, in regard to the peculiar shape of the nose, which is to come into collision with their own, as we Europeans exhibit ourselves in the choice of the lips which we may covet to kiss, for whilst one affects the full and pouting lips, another affects the thin and cherry one, and similarly may it be constituted with the Esquimaux, for whilst one may prefer the flat or snub nose, another may give the preference to the large aquiline one which adorns the countenance of Capt. Ross. The method of kissing amongst the Esquimaux had however now been discovered by the crew of the Victory, and some information is extant, that they at times took advantage of the discovery, although it was observed, to the great credit of the Esquimaux ladies, and as a decided proof of the extreme delicacy of their tastes, that they manifested a great degree of reluctance to perform the ceremony of *kooniging*, with those who were addicted to the filthy habit of snuff taking.

It has been said by Isaac Iselin, who penetrated deeper into the physiology of man than any other philosopher ancient or modern, that, in a rude uncivilized state, man seldom exhibits any examples of wit or humour; a pun or an epigram from an Ashantee or an Esquimaux would indeed be considered as a literary phenomenon, and certainly we could not expect amongst the members of either of those nations, to meet with an editor of the Comic Annual, or of Figaro. There is however one habit peculiar to the Esquimaux, in which some humour is exhibited, and that is in the aptitude in which they applied their nicknames to the officers of the ship, according to the different characters which they exhibited, and which shewed, that notwithstanding

their natural ignorance and intellectual darkness, there was a degree of shrewdness about them in catching up the traits of the character of those with whom they associated, and there is little doubt but that the character, which every one bore in his tribe could in some degree have been gathered from the name which had been bestowed upon him. To Capt. Ross they gave the *soubriquet* or nickname of *Puluach*, which signifies a raven, and various reasons were assigned for the application of this epithet, first, that a certain degree of resemblance existed in some of their exterior parts, particularly in the beak and the nose, and further having ascertained that he was the chief or governor of the whole crew, as well as nearly the largest in corporeal magnitude, they betowed upon him the name of that animal, which is nearly the largest with which they are acquainted, that goes upon two legs, although it must be allowed that the slow and solemn gait of the Captain bore no affinity whatever with the hop, skip, and jump of the raven. It is also said that the tones of the Captain's voice are not the most musical which have been known to issue from human lips, and which, therefore on account of their hoarseness, might have reminded the Esquimaux of the croaking of the Raven; on the other hand, however it was affirmed by those, who pretended to have investigated the matter deeper than any other person, that the epithet of the raven was not applied to the Captain from any exterior resemblance, which might exist between the two bipeds, but that it originated in a similarity, which displayed itself in some of their natural habits, and particularly in a kind of *ravenous* appetite which is displayed by both, whether it be a mess of putrid whale's blubber on the one part, as the lawyers have it, or a haunch of a rein deer on the other part. Another version however of the cause of the *soubriquet* was given, in which it was attempted to be proved, that the alleged ravenous appetite of the Captain, had no reference whatever to any voracity which he might evince when seated in his cabin before his roasted hare or grouse, but that it referred exclusively to the most ravenous appetite which he had exhibited to appropriate to himself all their jackets, trowsers, mittens, boots and other paraphernalia of dress, and which appetite there appeared not the slightest prospect of appeasing.

To Commander James they applied the epithet of *Augliecock*, which implies the bold hunter; and to Mr. Mc'Diarmid the surgeon, they gave the name of *Tooktoo* or the reindeer, on account of the lightness and agility of his motions.

With the return of the sun, the officers were enabled to extend their excursions further into the country, and Commander Ross was sometimes absent from the ship for three or four days together; in fact the whole extent of geographical discovery was accomplished by that officer, Capt. Ross himself taking no part nor interfering in the slightest degree in any of the expeditions that were planned for penetrating into the interior of the country. We shall have occasion in a subsequent part of this work to enlarge upon the most extraordinary and contradictory evidence which was given on this subject before the committee of the House of Commons, by Capt. Ross and his nephew, in which each of them gave a statement so diametrically opposite to the other and so varying in some of the most essential points appertaining not only to the general conduct of the expedition, but also to the extent of the discoveries that had been made, that it is impossible for both of them to appear in the public estimation as totally exonerated from falsification; at the same time it must be admitted that the evidence of Capt. Ross is corroborated by Mr. Booth, whereas that of Commander Ross has nothing but his own immediate affirmation to stand upon. As one proof of the extraordinary discrepancy which distinguishes the evidence of Capt. Ross and his nephew; the latter was asked if he accompanied his uncle on the expedition to the Arctic seas as second in command, to which Commander Ross replied, that he did not go out precisely as second in command, but in a great measure sharing with Capt. Ross the chief command, that is to say he had the entire direction of the navigation of the ship, *without being under Capt. Ross' command.*

To those who have been accustomed to consider Capt. Ross as the conductor of the expedition, and to whom all the merit is to be given, if merit there be, of any of the discoveries that were made, the following evidence of Commander Ross will be perused with some surprise.

Commander Ross was asked, what was the nature of the

agreement under which you embarked in the expedition with Capt. Ross? There was no written agreement, no specific agreement, but it was quite understood that having been so long employed on former similar voyages, I best understood the nature of the navigation of those seas, and therefore that I should render some important assistance to him in his undertaking.

Was any stipulation entered into with Mr. Booth for your going personally on the expedition, as a condition of his assistance being given? Mr. Booth said to me, that it depended only on me whether or not he would then decide whether the expedition should go or not. "If," said he, "you decide that you will accompany the expedition, I will decide that the expedition shall go, but if you hesitate to say whether you will accompany it, I must also hesitate to decide."

What portion of the duties devolved upon you in the progress of the expedition? The conduct of the ship was entirely entrusted to my care. *I certainly conducted the expedition from its commencement to its termination.*

In the various surveys which took place, what part did you take of the geographical discoveries made? The whole extent of geographical discovery, is perhaps, between six and seven hundred miles of new land; out of that six or seven hundred miles, probably about two hundred miles were discovered by the whole expedition in the ship; the remaining four or five hundred miles were discovered by myself, in the conduct of parties detached from the ship: those expeditions were severally planned and conducted by myself.

Capt. Ross not accompanying you? Capt. Ross not accompanying me.

Did you personally make the observations from which you inferred you had discovered the true position of the north magnetic pole? I did; for two years previous to the time I went to the magnetic pole, I was engaged in observations, necessary to determine its exact position; having ascertained and determined that exact spot, I then conducted a party to the point so determined, and there I made a series of observations, by which I ascertained that to be the exact position of the magnetic pole.

Capt. Ross in a previous part of the evidence, stated that the magnetic pole, or in other words, the position where the horizontal compass has no power of traversing to any particular point, is in longitude about $96^{\circ} 47'$, and that the area to which the situation of it has been reduced, is about one mile.

As all the circumstances connected with the discovery of the true position of the magnetic pole, will be detailed at full length in a subsequent part of this work, we shall now return to the examination of Commander Ross, as it will appear by his evidence, that the conduct of the expedition was performed in a most extraordinary manner, for the Victory in some degree resembled the town of Brentford, when two kings sat on the throne, who were coequal in power and authority, and neither of them responsible to the other for his actions.

The evidence of Commander Ross thus continues, and which is deserving of the most particular attention.

Did you conduct the observations in Geology, Natural History and Botany. Such observations as were made upon those subjects were of course conducted by myself.

When you say you conducted them, do you mean that they were confided to you by Capt. Ross? No, they came to me as a natural consequence, *I was the only person who at all understood the nature of those subjects*, but I was not ordered to undertake them. *I never received an order of any kind from any person in that expedition.*

You say that you and Capt. Ross were coequal? No, I do not say we were quite coequal. I say I was not under his command, but I do not mean to say I had the same voice as he had.

You did not look upon yourself as under his command? Certainly not, I would not have gone out under such circumstances.

Had you any authority over the men? I had, but it was more of habit perhaps than any thing else.

Could you have changed the course of the ship without the authority of Capt. Ross? Yes, I have frequently done so, but if Capt. Ross had thought proper to have found fault with any thing I did, all I should have said would have been, "you must in future conduct the expedition yourself"

If you and he had differed, you have no doubt which would have been obeyed by the men? It would not have been right in me to have disputed that point with him, I never should have thought proper to have continued in command of the ship, if Capt. Ross wished to assume the command.

With your experience of naval matters in cases of danger, do you consider it possible there should be two officers of coequal power? No, the command *must* devolve on one person.

On whom did it devolve? In all cases it devolved upon me, as respecting the conduct of the ship.

The question did not arise between you and Capt. Ross? No, it was quite understood between us before we sailed.

What was understood? That I should conduct every thing myself, Capt. Ross might have said if he chose, "I do not approve of this or that," and then I could only have said, "you must conduct it yourself, both cannot do so."

That being impossible, a deference to the one or the other being required, who paid the deference? Certainly I should immediately have yielded, but then from that moment I should have ceased to command, and left him to conduct the expedition himself.

From whom did you consider your authority to emanate? From Mr. Booth.

Do you account for this divided authority in the ship from your connexion with Mr. Booth; did you consider yourself as representing the more immediate interest of Mr. Booth in the ship? No, not at all.

You have said that Mr. Booth would not have engaged in the expedition unless you were a party to it? I did not say he would not, I only repeated the conversation between him and myself; he said if I hesitated to go, he would hesitate to say whether the expedition should go or not.

Had you an opportunity of personal participation in any specific service to the expedition, by which you consider that the lives of the people were preserved? I do not know that I should quite say that I did, but certainly it was essential to the safety of the people, that I should leave them on one occasion. Accom-

panied by two of the strongest of the party, I advanced towards the Fury's stores, *to see whether they were there or not*, for had they gone there without finding the provisions, the whole or nearly the whole party must have perished, but by my going and returning with a supply of provisions, I enabled them to reach the Fury's stores.

What would have been your own fate if you had not found the Fury's stores? I should still have subsisted on my own personal exertions, but I could not have rendered assistance to others.

The preservation of discipline was perhaps a circumstance most necessary on such trying occasions, for the preservation of the lives of all parties concerned, some cases of insubordination might have arisen probably? There were trifling circumstances of insubordination, but very trifling.

Did not Capt. Ross himself on those occasions exert a controlling power?

They seldom went to Capt Ross, they generally came to me.

Do you not recollect any case, in which Capt. Ross exerted his controlling power under rather trying circumstances? *I remember one circumstance*, after we had abandoned our ship in which Capt. Ross did exert his controlling power, but it was only on *one* occasion.

Was not very prompt decision necessary on that occasion? Yes, certainly.

State what Capt. Ross did upon the occasion? I was not present upon that occasion, and only heard of it, I am not aware of the circumstances.

We shall give a full account of this circumstance in its proper place, when the reason of Commander Ross for not giving an explicit answer to the question proposed to him, will be at once apparent. As it is now given, it carries with it the appearance of a direct evasion; he was fully aware of the circumstances—he was also aware that Capt. Ross exerted his power on the occasion, but when pressed by a member of the committee to state the conduct of Capt. Ross, he evades the question by declaring that he was not present, and therefore was not aware of the circumstances. This is however not the only case in

which a decided indisposition was shown to give the information which was required, and in some instances where it was literally impossible that any ignorance should exist; the motive is obvious, but where a grant of money was asked from the public purse for the performance of some eminent service, the public had a right to demand to know the full extent of that service, and any attempt at concealment of any information on which the claim to remuneration or reward was founded, should have been visited by withholding the recommendation to the House of Commons to advance the sum proposed, until such time as the information had been given. We shall say more respecting the proceedings before the committee of the House of Commons, when the immediate circumstances for which it was appointed, come under our consideration. In the mean time however we shall proceed to expose the contradictory evidence which was given by Commander Ross and Capt. Ross, respecting the actual command of the expedition, for according to the evidence of the former he did not consider himself under the command of Capt. Ross, and that he was in fact so far independent of him, that if Capt. Ross had interfered in any of his regulations or conduct, he would have seceded from the management of the expedition altogether. On this subject however the two commanders could not possibly have understood each other, or they must have assumed one character on board the *Victory*, and another in the committee room of the House of Commons. We certainly do know from our own sources of private information, that Commander Ross as far as the discoveries extended, not only geographical, but philosophical, was the life and soul of the expedition, and that had it not been for his scientific observations, the *Standard of William the Fourth* would not have been planted on the true position of the magnetic pole; Capt. Ross admits in his evidence, that he was not within forty miles of it, but perhaps the country would have entertained a higher opinion of his personal energy and professional talent, had he gathered the laurels of the discovery himself, and thereby given immortality to his name.

With the view of confirming or refuting the evidence of Com-

mander Ross in regard to the rank, which he held on board the Victory, Capt. Ross was re-examined by the committee, and the first question that was put to him was :

With regard to the command of the expedition, you considered yourself in command from beginning to end? Certainly.

Did you consider yourself in command of Commander Ross as well as the others? Certainly.

You considered him as under your orders? Yes.

Did any agreement take place between you and him before you started? No, he said that he would agree to the agreement but it was never put into execution.

What was the understanding? The understanding was, that he was to go as second in command.

It was not a joint command? Not in my idea, certainly, I would never enter on a joint command with any one; there can but be one commander on board a ship.

When Commander Ross left the ship, did he go according to his own direction? I gave him unlimited power to do as he found best, for that must always be done in an unknown region.

The authority emanated from you? Yes, he could not have gone without my permission.

Had, throughout the expedition, Commander Ross the Command of the ship? Never, but under my orders, I allowed him to do the duty as first Lieutenant, I gave him the command, which I conceive a first Lieutenant ought to have, but he has no right to say that he had a joint command with me.

The first Lieutenant of a king's ship takes the command? Yes and carries on the duty. I had other things to do in many respects, and he had power to work the ship, and put her about without reference to me.

The responsibility rested with you? Yes,

Was he amenable to you for disobedience of orders? It would have been mutiny.

Do you think it possible that Commander Ross should have imagined he had an independant command? It was impossible, he must have known discipline better than to suppose there could be two commanders in one ship.

Did Commander Ross ever assert an independence of your command? There were circumstances of that nature arose, but I immediately took that part which prevented their recurrence.

You uniformly asserted your own authority as the commander of the ship? Yes, in every case, when it came to a desperate case, I saw the necessity of taking nobody's advice, and acted on my own decision. I never asked him a question except on some rock, whether to go on this or that side: I refer to the period when we abandoned the ship; it was life and death with us then, and I found I was more called on to uphold my authority than I had been before, and I was always present with the people. In the other case it was necessary to give Commander Ross more command, because he was absent from me with part of the crew. There was one particular instance when the men demanded to know what I was going to do, and I said I would not condescend to tell them, but they were to obey my orders, and that the first man that refused it must answer for the consequences, and I heard no more of it.

He received no distinct authority from Mr. Booth? None whatever, he does not even know of my agreements with Mr. Booth, he never saw them.

The expeditions he undertook were undertaken at your suggestion? Entirely of my suggestion, he did not even know Mr. Booth until I introduced him.

Had Commander Ross refused to accompany you, should you have gone? I should.

Would Mr. Booth have consented? Certainly he would.

It is impossible to reconcile the evidence of Capt. Ross and Commander Ross on any grounds of even comparative truth, and certainly had the latter been able to make out his case according to the testimony which he gave, there scarcely remains a doubt that the proposed grant would not have been recommended by the committee, for it would have divested Capt. Ross of the principal feature of his claim. The following examination of Mr. Booth will shew that Commander Ross must have been actually labouring under a delusion, in supposing that any authority was dele-

gated to him by that gentleman, or that he was to be considered in the slightest degree as holding an independent command in the ship. The evidence of Mr. Booth is altogether interesting, as it throws considerable light upon the origin of the expedition, at the same time that it places him in the rank of the most munificent patrons of science which this country has produced.

Being asked if he entertained any objection, to state the circumstances which first induced him to undertake the charge of the enterprise, which Capt. Ross commanded, he replied, not in the least. I had known, he said, Capt. Ross for some years, and I undertook it for the credit of the country, and to serve Capt. Ross, thinking that he was slighted in his former expedition; and on account of some ill-natured reports which were circulated anonymously against him, I conceived that there was a cloud hung over him, and he was anxious for the opportunity of going out again. The first time he applied to me, we were looking over the globe, and he was explaining to me what he had done before; I felt interested that all discoveries should be made by our countrymen, and I really was then excited, and was sorry that another expedition was not appointed to go out to explore the northern regions. He said he should like very much to have the opportunity of going out again, but that government would not send out another expedition. I said, I regretted very much if that were the case, but did he know it for a certainty? He said, not exactly, but I will endeavour to ascertain. He then, I believe, had some private communication with Lord Melville, whether he thought they should do so or not, (this was in the year 1827,) and Lord Melville said, there was no intention, at present of sending out any further expeditions, but he could not say what they might do hereafter. Capt. Ross then said, I should like very much to go out again, and I think I could do it at a small expense: I said, well then, put down, and let me see what you call a small expense. He afterwards brought me a paper containing his calculations, making it about £10,000, I said, I should have no objection to advance £10,000, if that be the utmost sum required, but I said, I will not engage in it, because there is £20,000 reward for any person, who shall

discover the passage, and it would look very much as though I had an object in view. I think it was a twelvemonth after that he came to me and said, now it is all over, the reward of £20,000 is done away with, and there is no chance of an expedition going out again. I then said to him, I am glad of it, and that if he wanted me to assist him I was willing to do so; he was amazingly delighted; on which I told him, I will assist you, but remember it must be in the utmost confidence, and I will not do anything that is inimical to government. I asked him, how we could find out whether that would meet their approbation, unless he were to mention the whole circumstance, and I said I shall not do anything unless it is kept a profound secret. He then informed me that Lord Melville was his friend, and he thought he could mention it to him in confidence, and ask him if there would be any objection to a private individual fitting out such an expedition, Lord Melville's answer was, that he could not see any objection, and that if there were any small things lying at Woolwich from the former expedition, that would be of service to him, he should like very much to forward his views. It was suggested there should be two ships and a second was fitted out, (the John,) but the crew of that vessel mutinied in consequence of the great delay that had occurred, and they proceeded on without her; the proceeds from the sale of this vessel were £1800, therefore my advance now rests between £17,000 and £18,000. During the absence of the expedition I maintained the men's wives, expended about £380, which has been since stopped from the men out of the payment, which has been made to them by government.

A member of the committee here asked Mr. Booth, To whom did you give the command of the expedition? To Captain Ross.

Captain Ross was the sole commander? Yes, he was the sole commander, with liberty to appoint whom he pleased under him; I only said, let them be men who will be of great service. I left the command entirely to him.

Did you make any stipulation that Commander Ross should accompany him? No, it was the wish of his uncle, which I thought a very natural one; his uncle said, he was not doing any

thing, and was a clever young man, and if I had no objection, he should like him to accompany him, as it might obtain his promotion.

Had Commander Ross refused to go, would you have sent the expedition? Certainly I should.

If Captain Back had been selected by Capt. Ross, would he have been equally acceptable to you? Most undoubtedly; I left it to Capt. Ross to appoint whom he pleased to accompany him. With regard to Commander Ross, after I was introduced to him, I told him I was delighted to think he was going, he having been out in the former expedition, and having been in the *Fury* when she was lost, I thought he would be of infinite service to the expedition.

The result of the evidence of Mr. Booth must be considered as a direct corroboration of that given by Capt. Ross, and consequently a full contradiction to that which was given by Commander Ross. It establishes the point irrefutably, that Capt. Ross was in possession of the chief and sole command of the expedition, and that Commander Ross could not regard himself in any other character than that of a subordinate officer.

To return to our narration of the expedition; on the 30th the weather being moderate, with light winds from the S.S.W.; a party of Esquimaux were observed approaching the ship, but as it was not the intention of Capt. Ross that they should come on board, he with Mr. McDiarmid set out to meet them, and accompanied them back to their huts, with the exception of Tullooachiu, who had privately brought an arrow as a present to one of the crew. He was allowed to proceed to the ship where he staid about three hours, amusing the crew with some of his antics on his wooden leg, on which he now appeared to be as completely at home as on his natural one.

On the arrival of the party at the huts, not a single native was to be seen, for with the return of the sun, the fishing season had also commenced, and the seals began to emerge from their submarine dwellings to take their customary rambles on the ice. For the purpose of enticing the seals to a particular place, the Esquimaux make a large hole in the ice, in the immediate

vicinity of which they sit cowering with a patience that might serve as an example to the juvenile angler; for the uninitiated observer would take the form of the Esquimaux, to be some fixed and unshapen mass, having neither life nor animation, so intent is the anxious creature in watching every motion of the water, with the hope of beholding the projecting snout of the animal, which is to furnish so dainty a meal to the fortunate captor.

Notwithstanding the many rebuffs which the Esquimaux had endured relative to their reception on board the ship, not a day elapsed scarcely without some of them paying a visit, and bringing with them some of their manufactured articles, apparently with the view of being restored to the favour and the privileges which they had formerly enjoyed. On the 31st, a great number came to the ship, amongst whom was the mother of Tullooachiu, a very aged woman, whose chief intent in visiting the vessel was to obtain a sight of the individual, who had rendered her son such an essential service by the manufacture of the wooden leg. The carpenter was no sooner pointed out to her, than the aged lady threw her arms around him, and began the ceremony of *kooniging*, with as much fervour and ardour as she might have evinced in her more juvenile days; she fondled over him as if he had been some dear relative, whom she had not seen for a lapse of years, and in her wild unsophisticated manners the observer of human nature might have learned the lesson, that the virtue of gratitude belongs not exclusively to the civilized creature, but that it is equally to be seen in its genuine brightness in the snow hut of the Esquimaux, or the wigwam of the Indian.

This day being the sabbath, the crew were called to divine service at 10 o'clock, and in their absence the female part of the tribe returned to their huts, but the men remained, and as soon as the service was over, they joined the sailors on the ice playing with them at foot-ball and leapfrog, and certainly nothing could be more ludicrous than their rude attempts at jumping in the latter game, in which they were greatly impeded by the particular make of their clothes, which would not permit them to take the necessary stride with their legs, so as to clear the back, over which they had to jump. It must also be supposed that the

sailors were not sparing in their tricks upon them, for which reason they were often seen rolling over and over like the bears of their country, and by their extreme awkwardness, affording an infinite fund of amusement to the mischievous crew. In the game of foot-ball the slippery nature of the ice occasioned many disasters, and in the extreme eagerness of the natives to obtain a kick at the ball, they often met with those accidents, which were well calculated to excite the risibility of their playmates, but in their turn they had often a laugh at the sailors, when they stumbled into a pool of water, or were laid sprawling on the ground, from their inability to maintain their footing on the slippery surface. When the games were concluded, the sailors requested leave to accompany the natives to their huts, but a decided refusal was given. The bearing of the huts from the ship was direct north east, but although they were permitted to take an excursion into the country, they were directed to bend their course south west. They however were no sooner out of sight of the ship, than they gradually veered round towards the south and the east, until they came in sight of the huts, but for fear of detection they dared not venture into their immediate vicinity. Whilst they were taking a view of the wide and desolate region around them, they perceived a dog belonging to the Esquimaux barking at something behind a bank of snow, on which one of the females proceeded from the hut to ascertain the cause of the violence of the dog, when she discovered it to be a bear in his winter harbour, which immediately made towards her, and seized her by the leg; fortunately the natives came to her assistance, and she escaped from her perilous situation with only a slight wound on her head. The Esquimaux were not long in despatching the ferocious animal, and they bore him home in triumph.

The following is the scale of the Temperature of the exterior Atmosphere for the month of January 1830.

	Highest	Lowest		Highest	Lowest		Highest	Lowest
Jan.	Below	Above		Below	Above		Below	Above
1	16½	15	12	35	32½	23	37	34
2	21	15	13	33	26	24	33	28
3	17	11	14	40	36	25	27	20½
4	10	7	15	39	38	26	31	27
5	9	5	16	42	36	27	32	15
6	15	11½	17	43	37	28	24	17
7	12	7	18	30	10	29	23	17
8	23	19	19	22	9	30	30	20½
9	29	27	20	39	24	31	32	28
10	36	34	21	40	21			
11	3	29	22	38½	35			

The month of February set in with an intensity of cold, which precluded almost every kind of out door work; the ice was found to be 6 feet and a half in thickness; and at one particular time, the thermometer was 45 degrees below Zero, making 77 degrees below the freezing point. In spite however of the inclemency of the weather, the Esquimaux visited the ship every day, and on one occasion the man accompanied them, who stole an article from the cabin, but he performed the act with so much dexterity that the loss was not discovered until some time after his departure from the ship. He now came with his face bound up, and evidently suffering under great pain. Capt. Ross considered this to be a good opportunity to obtain restitution of the stolen property, and he worked upon the credulity of the chief, by assuming the character of the physician, and after pretending to inspect the diseased part, and performing some

other of the tom fooleries which are enacted by the members of the medical profession in the enlightened Island of England, he very gravely informed his patient that his malady was to be attributed to no other cause than that of having purloined an article which did not belong to him, and that his sufferings were to be considered as a direct punishment for so flagitious an act. The cure however came next into consideration, and although Capt. Ross put on the portentous gravity of the physician, contracting his eyebrows and appearing as if he were thinking of saving the world from a second deluge, so abstracted did he stand in thought, yet he differed from the practice of the English physicians, for his prescription referred not to either an emetic or an aperient bolus, but he informed his wonder-stricken patient, that no chance whatever remained of his recovery until he had restored the stolen property, on the contrary that his pains would increase daily in their poignancy, and he would be rendered for ever after incapable of killing a seal or enjoying the flavor of the flesh of the rib of a walrus. These Capt. Ross knew to be two of the greatest privations, which an Esquimaux can undergo, and he therefore politically selected them, as most likely to work upon the ignorance and credulity of the untutored savage, who after having looked upon him for some minutes with the eye of astonishment, mingled with an expression of fear, darted away, and taking the direction of the huts, was soon out of sight. A patient of this kind would cut a sorry figure within the bills of mortality of the metropolis, or rather a physician within the same district would, indeed, cut a most lamentable appearance if his patient after receiving his advice and prescription, instead of lodging a sovereign in the palm of his hand, were to take to his heels, and in the most unceremonious manner leave him to the enjoyment of his own company. If however the talent and ability of a physician are to be estimated according to the efficacy of his prescriptions, no one has a greater right to boast of his success than Capt. Ross, in the effect which his prescription produced upon the Esquimaux, for in a very short time, his patient was observed hastening towards the ship, and on being admitted into the presence of Capt. Ross, he delivered to

him the stolen property, and the joy of the valetudinarian was already seen beaming on his countenance, for his confidence was so great in the prescriptive powers of the captain that no doubt whatever rested on his mind of his cure being completed. Still however he had no idea of having made all the amends in his power for his dishonest action, without being suitably rewarded for it; it was true that he was to be cured of his malady by the restitution of the property, but that with him was not all-sufficient; the act in his opinion deserved some further reward, for as it was by no means one of compulsion, but of his own free will, it followed according to his mode of reasoning, that as the original owner of the article appeared to place a great value upon it, it would only be becoming and just in him, to reward the individual well, who had been the means of restoring it to his possession.

A person of his particular propensity, could not be supposed to be a very welcome visitor on board the ship, and therefore the property was no sooner recovered from him, than he was politely escorted out of the vessel, during which ceremony, he continued to mumble some words to himself, the meaning of which however could not be defined by those, who had the charge of him, but he contrived by his gestures, to make them understand that he expected a reward for his act of honesty. They however on the other hand, contrived to convey the information to him, that it was a kind of act, which was not rewarded in the country to which they belonged, and further that he would never be allowed to come on board the vessel again. Notwithstanding however the great pain which he was suffering, he lingered about the ship, expecting that the reward would be tendered, but finding that his expectations were not likely to be realized, he walked sulkily away, not very well pleased with himself in having given up the property, without first bargaining for an adequate reward, and very much displeased indeed with those who could act so unjustly and dishonourably, as not to remunerate an individual for so distinguished an act of probity and honesty. It happened however that an assuagement of his pain took place on the following day, which in a certain degree reconciled him

for the loss of the property, and tended to convince him that his cure was principally owing to the surrender of it to its proper owner.

Although the thermometer stood at 40 and 42 below Zero, the men were employed on shore in digging gravel, for the purpose of strewing it upon the canal, which as a work of utility was considered of very trifling value, but as one of exercise for the preservation of the health of the crew, might be extremely proper and judicious.

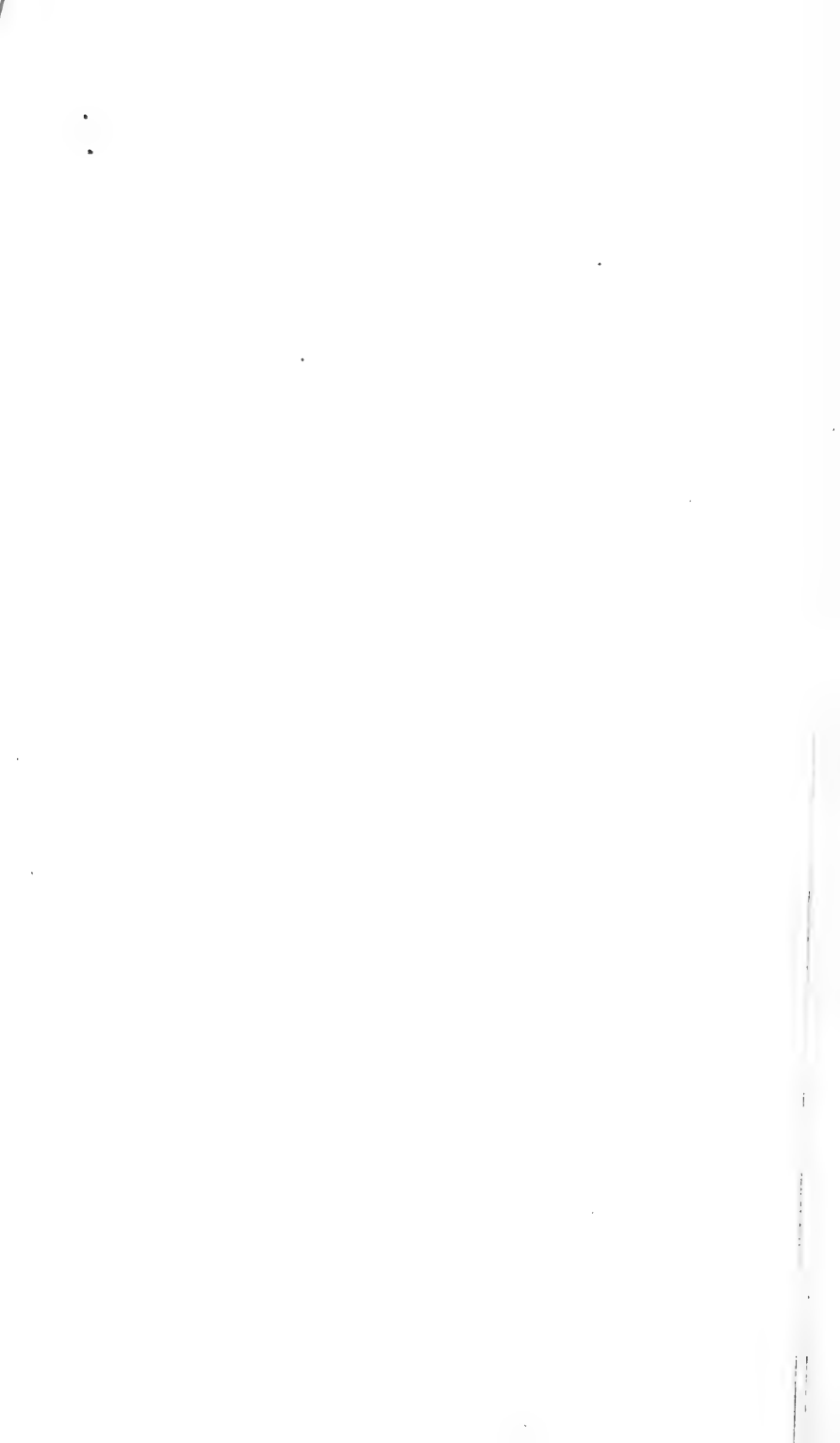
The cold may at this time be considered to have been at its greatest intensity, the thermometer varying from 40 to 45°; but still the Esquimaux visited the ship daily, although the treatment which they now received was very different to that which was shown towards them on their first acquaintance; in fact, the conduct of Capt. Ross on this occasion is spoken of, not in the mildest terms of censure, but in those of the most severe reproof and disgust. It is admitted that one or two of the natives had been entrapped in some paltry act of theft; but the experience of Capt. Ross must have taught him, that thieving appears to be as inseparable from every uncivilized and savage people, as any other decided propensity of their nature. The temptation to theft was scarcely to be expected to be overcome by a race of people, who for the first time in their life, beheld scattered around them, some of the choicest articles of human ingenuity, and the value of which appeared in their eyes not to be estimated by any scale to which they had hitherto been accustomed. A nail was to them of great value, and it was an article which they could purloin, without the loss of it being felt or discovered; taking into comparison however the extent of the thefts which the Esquimaux committed, to those which were perpetrated by the natives of the Islands of the Pacific Ocean, when first visited by Capt. Cook, it must be admitted that the shades of guilt are darker in the latter than the former. We certainly feel disposed to acquit Capt. Ross of all obduracy of heart, and are willing to believe that his treatment of the Esquimaux was to be attributed to some cogent reasons, which he had imbibed for restricting the intercourse between them and his crew, but still we know that

he carried that treatment to an unjustifiable length, and thereby exposed himself to the charge of great ingratitude, in having obtained from them all the information which they had to give him, relative to the geography of their country; in having got into his possession a profusion of their articles, natural and manufactured, with a very inadequate return; in having received from them, all the respect and kindness of which their savage nature was capable, and then treating them literally as if they were but a degree removed from the bears of their native land. One of these instances occurred on Sunday the 7th February, when as early as 9 in the morning, a party of the natives were seen approaching the ship; the thermometer was then standing at 45° which is the lowest degree marked upon it, but reckless of this intense cold, which, to use one of the terms of the sailors, was keen enough to cut them in two, the natives plodded along, and arrived at the ship about 11, just as the morning service was completed. Not one of them however was admitted on board, nor any refreshments offered to the poor shivering creatures, and to copy the words of the manuscript before us, "it was heart breaking to see the poor women with their babes skulking under the lee of a snow wall, where a fortnight ago they were treated like kings and queens." They remained in the immediate vicinity of the ship until 3 o'clock, and then allowing them $1\frac{1}{2}$ or 2 hours to reach their homes again, and the same space of time to travel to the ship, making altogether a space of 10 hours, that these creatures were exposed to the inclemency of the weather, without the slightest sustenance or support. Let not the advocates of civilization preach, that it has a tendency to humanize the heart, and to call all the finer charities into active play: history and experience contradict the assertion, for there are often more genuine kindness and hospitality to be found in the wigwam of the Indian, than in the gorgeous palaces of the great, and we shall shortly have to adduce an instance of the conduct of the Esquimaux, in contrast with that of the English, which will not redound in the least to the credit of the latter.

An experiment was tried on the 8th and 9th, for the purpose

of trying the velocity of sound. Commander Ross repaired to the huts of the Esquimaux, which were at the distance of about three miles and a half from the ship, and a gun was fired; the time intervening between the flash, and the report reaching the place where Commander James had stationed himself was just 18 seconds, making thereby the sound to travel at the rate of about a mile in five seconds. On the same day, the temperature of different parts of the ship was tried, The lower deck in the night time when all the fires were out, was from 32° to 35° , in the day time from 36° to 40° , but when the process of baking was going on, the temperature of the mess berth was seldom under 50° , but never higher than 60° . In the cabin during the day time, the thermometer ranged from 60° to 70° , and it has been known to be as high as 85° ; during the night from 12 o'clock to 7, A.M. from 50° to 60° . In the steward's room, not two yards from the cabin, during the day 18° to 20° , with very little variation during the night. This scale is however very low when compared with the register of the Hecla, the lower deck of which was ordered to be kept at 75° , and never was under 60° , although there was no cabin either fore or aft.

On the 10th, the cold was too severe for any of the crew to venture outside, but still the Esquimaux came to the ship; meeting however with no kinder reception than on the preceding day, their stay was not of long duration. On the following day, some of the men ventured to the Esquimaux huts, but how different was the treatment, which they experienced from that which was shown to them by the English christians. The yaks, as the sailors called the Esquimaux, no sooner saw them approaching, than they hastened to meet them, showing them every mark of kindness and attention which the innate goodness and simplicity of their nature prompted them to perform. They brushed the snow off their jackets, and in the most pressing manner invited them*into the huts; certainly they had no table to set before their high and haughty guests, laden with choice provisions, nor could they pledge them in their goblets of wine, or their bowls of punch, but their manners bespoke the hearty welcome—some logs of wood were placed on the fire, and for the first time were





a party of English sailors the inmates of the hut of an Esquimaux. The opportunity was not lost of taking an accurate observation of the method in which the huts are built, and particularly of their interior, which, certainly from the offensive smell which pervaded it, arising from the putrid masses of blubber which lay in one part of the hut, the stench of the dogs, the cadaverous smell of the clothing of the natives, with some other nameless circumstances, rendered the whole an abode by no means agreeable or inviting.

The huts were built on the banks of a small river, and their construction is commenced by tracing out a circle of about 12 feet in diameter. The snow in the interior circle is next divided with a broad knife, having a long handle, into slabs three feet long, six inches thick and two feet deep, being the thickness of the layer of snow. These slabs are tenacious enough to admit of being moved about without breaking, or even losing the sharpness of their angles, and they have a slight degree of curvature, corresponding with that of the circle from which they are cut. They are piled upon each other like pieces of hewn stone, around the circle which was traced out, and care is taken to smoothen the beds of the different courses with the knife, and to cut them so as to give the wall a slight inclination inwards, by which contrivance the building acquires the properties of a dome. The dome is closed somewhat suddenly and flatly, by cutting the upper slabs in a wedge form, instead of the more rectangular shape of those below. The roof is about eight feet high, and the last aperture is shut up by a small conical piece; the whole is built from within, and each slab is cut so that it retains its position without requiring support, until another is placed beside it; the lightness of the slabs greatly facilitating the operation. When the building is covered in, a little loose snow is thrown over it to close up every chink, and a low door is cut through the walls with the knife. A bed-place is next formed, and neatly faced up with slabs of snow, which is then covered with skins, or if they are to be obtained, with a thin layer of branches, to prevent the snow melting by the heat of the body.

A kind of porch is built before the door, and a piece of clear ice is placed in an aperture cut in the wall for a window.

The purity of the material of which the house is framed, the elegance of its construction, and the translucency of its walls, which transmitted a very pleasing light, gave it an appearance far superior to a marble building, and it might be surveyed with feelings somewhat a-kin to those produced by the contemplation of a Grecian Temple; both are temples of art, inimitable of their kind.

Previously to the departure of the sailors, the natives were asked to favour them with a dance and a song, although it might be supposed that the entertainment which had been derived from their exhibition on board the *Victory*, was not of that enticing nature, as to instil into them a longing for a repetition of it. It was however some gratification to observe, that the dance which they now executed, was different in its motions and gestures, from that which they had witnessed on board the ship. The dance was begun by one person placing himself in a variety of attitudes accompanied by the most extraordinary gestures, and the most hideous distortions of countenance. Like the similar amusements of different climates, this dance contained the indecent allusions, which are well known to form an essential feature in the dance of many nations in other respects far advanced in civilization. The body was generally in a stooping posture, and the hands resting upon the knees; after a few minutes, the performers began to sing "*Amnah, ajah*," and in a very short time the second performer, who had been looking at the other in silence began, as if inspired, to distort his face, and imitate the indelicate attitude of the first, and soon after to sing as chorus "*Hejau! Hejau!*" After this had continued with increasing energy for ten minutes, the tune was suddenly changed to a shrill note, in which the words "*Weehee, Weehee*," were uttered with great rapidity. They then approached each other by slipping their feet forward, grinning, and in great agitation until their noses touched; the ceremony of kooniging was performed and a savage laugh ended this extraordinary performance.

It is not to be determined whether it was the effect of their scholastic education on board the Victory, or whether it was the impulse of their own natural feeling, but there was scarcely a sailor, who did not draw a comparison between the treatment which they received from the savage and untutored Esquimaux in their snow built huts, and that which the Esquimaux received from the tutored and civilized Europeans in the comparatively splendid cabin of the Victory. Their visits were at first most welcome; their acquaintance was courted, and their good-will and confidence obtained by presents and other distinguished acts of kindness; but it would appear that in this friendly and charitable mode of action lurked the predominant principle of self interest; they had something to communicate which might lead to results of the highest consequence; from them was to be obtained the most correct information of the geography of the country to the westward, on which perhaps the very success of the expedition depended; it had been given to the full extent of their knowledge in their rude and artless manner, the information was found to be correct, no disposition was shown to mislead or deceive, and in return for these services, they were at first caressed, and treated with all the urbanity and kindness of the equal. In proportion however as their stock of information declined, and every advantage had been obtained, which it was possible to be expected from a people so limited in their resources, and so confined in their means of knowledge, a treatment was adopted towards them, which did not stop at mere unkindness and incivility, but it degenerated at last into downright cruelty and inhumanity. The plea that they were inured to the climate, was offered in extenuation of the heartless conduct in allowing them to remain for the space of several hours, "skulking under the lee of a snow wall," with the thermometer at about 80° below the freezing point, and taking no more notice of their helpless and desolate condition, than if they had been so many prowling beasts of the country; withholding from them even the benefit of a little temporary warmth on board the ship, to cheer them on their homeward way.

We have not been able to trace any substantial or well-founded reason, for the line of conduct which Capt. Ross thought proper

to adopt towards those harmless creatures; for personally they had not offered any offence to him or any of his crew. It would indeed be idle to expect any very high, or refined notions of morality among a half civilized horde, but taking into consideration the whole of their conduct, with the strong and almost irresistible temptations to which they were constantly exposed, they appeared to be regulated by feelings, that with very few exceptions, did them great credit. The affection between parents and children, and between man and wife or wives, for they take more than one if they can maintain them, was strongly marked, and yet infidelity on either side appeared to be no crime; the ladies were by no means shy of their favors, but the previous ceremony was gone through, of asking the consent of the husband, which in no case was refused, with this provision however, that the present which was made on the occasion was to become his undisputed property. The only unfeeling part of their conduct, (but which is common to the Indians as well as the Esquimaux,) is that of forsaking the aged and helpless, and leaving them to their fate, and the same is the case with regard to widows, who are not fortunate enough to obtain a second husband. On the other hand it must be observed, that the women have much more influence and are more respected than generally happens in half civilized societies, nor are they subjected to that degree of labour and drudgery, which usually prevails in them; their duties being generally confined to domestic concerns, preparing skins, making and repairing clothes, cooking and taking care of their children, whom they suckle to the age of three and sometimes four years. The Esquimaux women are by no means prolific, a family of four children being considered a large one; nor does it appear to be a prevailing opinion amongst these people, that the man is happy who has his quiver full of them, for as they may be considered to be a wandering race, the transportation of a large family becomes a matter of serious consideration. It is the scarcity of food which most generally impels the Esquimaux to change their dwelling, for having little foresight or providence for the future, they seldom lay up such a supply as to secure them from occasional scarcity.

An Esquimaux is by nature a glutton; he will devour four or

five pounds of seal or walrus flesh at a sitting, and during the day, ten pounds will barely satisfy his rapacious appetite. It is highly probable that the alternate feasting and fasting, to which the gluttony and improvidence of these people so constantly subject them, may be the cause of many of the complaints with which they are afflicted, for although they seem to endure privation with resignation, yet they no sooner obtain a supply of food, than they eat to that inordinate degree, that they are to be seen lying in their huts, so distended by the quantity of meat they have eaten, as to be scarcely able to move, and suffering considerable pain from the extreme repletion. At particular seasons of the year, the seals become uncommonly wild, the walrus has quitted the ice, and the reindeer and other migratory animals indigenous to the country, have left the coasts to search for a more luxuriant pasture deeper in the country. It is then that the Esquimaux desert their habitations and migrate to other quarters, where the greater probability exists of procuring the means of subsistence, and perhaps a more desolate object cannot be imagined than the deserted village of the Esquimaux. The interior of the huts presents an appearance of wretchedness, which baffles all description; the very snow which composes the beds and fire places is turned, in order that the most trivial object may not be left behind; even the bare walls whose original colour is scarcely perceptible for lamp black, blood and other filth, are not left perfect, as large holes are made in the sides and roofs, for the convenience of handing out the goods and chattels.

The sight of a deserted habitation is at all times calculated to excite in the mind a sensation of dreariness and desolation, especially, when it has been lately filled with cheerful inhabitants, but this feeling is even heightened rather than diminished, when a small portion of these inhabitants remain behind to endure the extreme of wretchedness, with the prospect of a lingering torturing death before them, and this is too frequently the case with the aged and the infirm, who not being considered able to endure the fatigues of the journey to a distant quarter, are cruelly left behind to seek for their own maintenance, in the best possible way which they are able. Capt. Parry mentions an instance of

this kind, in which an old man and his wife were left behind, without any lamp or a single ounce of meat belonging to them, while three small skins on which they were lying, were all the covering which they possessed to protect them from the inclemency of the weather. It would be difficult to conceive a more forcible picture of human misery and desolation, and the survivor appearing as he must to himself, to be the last remnant of the human race, must have presented a spectacle of horrid suffering at which humanity shudders.

In this peculiar trait of the character of the Esquimaux, he certainly stands far beneath the American Indian, although on the other hand he rises superior to the African; in an intellectual sense however, he may be said to stand on the lowest scale of human nature, exhibiting a strange mixture of intellect and dullness, of cunning and simplicity, of ingenuity and stupidity. Their mind appears in many respects to be a centre, round which not a single idea radiates, which can establish him as appertaining to the great family of mankind as a thinking being, or which can prove his superiority over the animals with which he is in daily association. Immersed in the darkest ignorance, he possesses not the most remote idea of a superior being: subject to no law divine or human, he acts from the immediate impulse of his feelings or his passions, without regarding himself as amenable to any one for the consequences of his actions. The law of property appears to be the only one which he respects, and the attainment of that property has only one end, which is, the gratification of his sensual appetites. Thus the chief riches of an Esquimaux consist in the number of his dogs, as those of the Laplander in the number of his rein deer; the common affairs of an Esquimaux family could not be carried on without their dogs, for which reason, when young, they are entrusted to the management of the women who bring them up with all imaginable care but when trained, they are treated with great harshness and cruelty by the men, though they could scarcely exist at all without them. Six of those useful creatures will draw half a ton, at the rate of seven or eight miles an hour, and proceed with ease fifty or sixty miles a day; yet they appear to get very little food

and when on a journey are never suffered to eat until they arrive at the end of it.

Some idea may be formed of the extreme stupidity of these people when it is related, that few of them could be taught to count beyond five, and not one of them beyond ten, nor could their simple minds be brought to entertain the slightest idea, of the meaning of our term, to-morrow. When they spoke of performing a certain action at no very distant period,—they never said, *We will do it to-morrow*, but, *We will do it when we have slept*, this mode of expression is however in a great degree to be accounted for from the circumstance, that if their day was to be calculated like ours, by the rising and setting of the sun, and on which our term to-morrow depends, it would be found impossible to apply that epithet to a period, which could not take place for three months, or in other words, as their night is of three months duration, during which time not a single glimpse of the sun is to be seen, they could not consistently with that circumstance, affix any other definite time for the performance of an action than what was to be regulated by those acts, which they performed at stated periods, without any reference to the rising or setting of the sun, by which any horological information as to the regular lapse of time could be imparted to them.

An Esquimaux may in some respects be said to be the connecting link between the human and animal creation. The human animal seems merely to live for the gratification of his appetites, which having satiated, he yields himself up to sleep, and only wakes to go in search of a fresh supply of food, the surplus of which his instinct teaches him to hoard up, as a preventive against future want. The Esquimaux, knows no stated time of rest during his long and dreary winter, when the bear, the wolf and the fox are the only animals which prowl round his habitation; he is in almost every respect an hibernating animal, dosing away the hours in listless inactivity, until the return of the sun, which rouses him from his torpor, and breathes into him the spirit of a renewed existence. Many were the proofs, which the crew of the *Victory* received of the utter degradation of these semi-animals, and in their attempts to instil any kind

of instruction into their minds, they might as well have assayed to plough the rocks of their country, with the view of reaping an abundant harvest. The truth of this remark was strongly confirmed in the circumstance of the young Esquimaux, whom, from an apparent shrewdness in his intellect, Capt. Ross selected as a fit person to be received into the gymnasium of the Victory. The primer was put into his hands, which he turned over and over with the vacant curiosity of the ape, but of the use or intent of which he was as ignorant as the latter animal would shew himself, if a fiddle were put into his paws. It must have been not the least of the ludicrous scenes which the school of the Victory exhibited, when the young Esquimaux was called up before his preceptor, Capt. Ross, in order to be initiated in the rudiments of the English language; A, vociferated the domine, but the pupil made no other response, than raising his hand to his head, began to scratch it violently. Capt. Ross remembered that when a difficult word was propounded to him by his domine to spell, he very frequently applied his digits to his head, as if to give an extraordinary excitement to the brain within, and he therefore by analogy concluded that the motion of his young pupil was directed to the same purpose; A, repeated the domine with increased emphasis,—*koomuck! koomuck!* exclaimed the pupil, holding something between his dexter finger and his thumb, and shewing it to his wondering preceptor with every token of satisfaction,—A, cried the domine, stamping the floor with his foot,—*tamooawoke! tamooawoke!* vociferated the pupil, holding the object between his fingers close to the mouth of the preceptor; the meaning of the exclamations of the domine was an insoluble puzzle to the pupil, and the motions of the pupil were a problem as difficult to be solved by the preceptor. However amongst the learned works dispersed on the table before the erudite dispenser of knowledge, was an Esquimaux vocabulary, on referring to which it was found that the word *koomuck*, signified a vile crawling insect, which takes up its habitation amongst the hair of human beings, and that the word *tamooawoke*, signified to eat. It may be easily conceived that the discovery of these significations, could not fail to rouse the

seerbitry of the preceptor, and little doubt remains, that had any instrument of a flagellating power been at hand, some part or parts of the corporeal frame of the stupid and indecorous pupil would have been visited by its severest infliction. If human actions however are to be weighed by their motives, it would have been an error in judgement on the part of Capt. Ross, to have poured out the vial of his indignation upon the head of the unoffending savage; and further, had he been thoroughly acquainted with the manners and customs of the people, with whom he was then associating, he would have known, that the offer which the young Esquimaux had so unceremoniously, and in his opinion so indecorously made him, so far as being to be considered an insult, was in reality, a decided proof of his respect and esteem, for the Esquimaux not only eat the vermin of their own heads, but they in the most friendly manner present them as a *bonne bouche*, to be enjoyed by those for whom they entertain a particular regard. It was on this principle that the boy tendered the insect, which he had just entrapped to Capt. Ross, and which on its being rejected, he very deliberately put into his own mouth, holding it for some time between his fore teeth, as the French would say, *pour savourer mieux le gout*.

It may be easily supposed that this thriving pupil was soon expelled the school, as in the first place, it was found impossible to convey the least instruction to his mind; and in the second, he was by no means a proper associate for the crew in his filthy state, with the majority of whom, cleanliness was a distinguished feature in their character, and when taken into due consideration, it was perhaps a politic step which Capt. Ross adopted, in restricting the intercourse of the crew with the natives, as it was found impossible to come in contact with them, without being visited also by their vermin.

It cannot have escaped observation, that in many instances during the stay of the Victory in Felix Harbour, the crew were called upon to perform some duty exterior to the ship, at a time when the common feelings of humanity would have prompted their commander to have kept them under shelter, and not to have exposed to the severity of a climate, which even the natives of

the country could scarcely endure, clothed as they were in their almost impenetrable coverings of seal and bear skins. Thus on the 11th February, when the thermometer was at 45° below Zero, or 77° below the freezing point, the men were sent on shore to erect a monument, as they termed it, by which they meant a monument of the folly of its projector, from which useful service they all returned frost-bitten, the pain of which was extreme, and the only palliative for which they found to be continual friction with the hand. The usual custom of rubbing the part affected with snow was seldom resorted to, as the cure was found to be not only uncertain, but very slow in its operation. Despite of the severity of the frost, the Esquimaux came to the ship, but the cold was so intense, that their stay was of very short duration. Capt. Ross tried the temperature of the air, and found it to range from 50 to 55° , making 87° below the freezing point, an extreme of cold, which scarcely any animal life can endure. Every method was adopted to increase the temperature of the sailors berths; the cook's fire was ordered to be kept in until 10 P.M.; the fires in the oven were kept constantly lighted, and by these salutary measures, the crew were enabled to maintain a comfortable heat in their berths, and to protect themselves from an extreme of cold, which if it did not actually endanger their lives, would be most probably attended with the loss of some of their limbs by mortification, which generally affects the parts that are frost-bitten.

The morning of the 12th was beautifully serene, although no abatement took place in the intensity of the frost; nothing discouraged nor discomfited however by the weather, eight Esquimaux women with their children came to the ship, and it was a most lamentable sight to behold the poor shivering creatures crouching behind a mound of snow, and expecting every moment that some relief would be afforded them from the vessel. After waiting some time and finding that their hopes were not realized, one of the women ventured on board, but her visit was no sooner made known to Capt. Ross, than he ordered her away; some perhaps, not ill-founded suspicions being excited in his mind, that the lady visited the ship from a different motive than the

acquisition of a needle or an empty cannister. So intent however were these creatures in obtaining any old pieces of rusty iron, or other articles, which might have been thrown from the ship as useless, that having discovered the place where the dirt of the ship was put, they employed themselves for above an hour in scratching amongst it, and if they found an article to which they attached any value, they set up a shout of joy, but not the least quarrelling or discord was observable amongst them.

On the first acquaintance of the Esquimaux with the Europeans, they appeared to possess no other idea of obtaining a particular article, than by the way of barter, and in this respect they strongly assimilate with other savage nations, whose notions of traffic never extend beyond the principle of a fair exchange, and in which the relative value of an article is determined not by its intrinsic worth, but by the utility with which it is accompanied. Thus, we were informed by the late intrepid African traveller, Mr. Landers, that for a couple of needles he could obtain an elephant's tooth; for a piece of scarlet cloth, not worth half-a-crown, he had received two hundred cowries, with which, as being the circulating medium of the country, he had procured a sufficiency of food to maintain himself and his companions for two months.

Thus in the system of barter which was established between Capt. Ross and the Esquimaux, a needle or a fish-hook was no equivalent for the skin of a fox or an ermine, but each was satisfied with his bargain, and perhaps each thought the other a simpleton for parting with his valuables at so cheap a rate. When however Capt. Ross had filled his three flour tubs, with the articles which he had obtained in exchange for his needles and his fish hooks, and the natives experienced a difficulty in adding to their stock of European wares, owing to the restrictions which Capt. Ross had placed upon their commercial undertakings, they had recourse to another expedient, which was a system of importunate begging, in which however the women were by far the greatest adepts; but then their supplications were accompanied by such persuasive looks—such expressive leers—such tender ogles, and such pokings out of the nose, that to suppose

a British sailor could withstand them, were to suppose with an equal degree of truth, that destiny had selected Capt. Ross as the fittest of all the British navigators to discover the North West Passage. Many a needle did a graceful projection of the nose obtain, and without attempting to penetrate deeper into the Eleusinian mysteries of Felix Harbour than properly becomes us, we may be allowed, *sub silentio*, to venture an opinion, that the sailors of the Victory obtained for a fish-hook or a rusty nail, what the late Duke of York very generously paid for by places, pensions, and promotions.

A British sailor and gallantry are synonymous, not that kind of gallantry is here meant, which laid a Nelson prostrate on his quarter deck, or a Moor, on the plains of Corunna, but we mean that peculiar attention and civility towards the female sex, which are ever shown by the kind hearted, the noble, and the brave.

Although the Esquimaux ladies were not allowed to experiment their seductive wiles on the callous heart of Capt. Ross, and his subordinate officers, yet permission was granted to the sailors to accompany their female visitors on their way to their huts, and although they did not exactly offer them their arm, to enable them the better to surmount the hillocks of snow, which impeded their progress, yet many kind endearments passed between them, such as those that are in practice amongst the more passionate sons and daughters of Italy, France and England. A quadrille on the snow, even to the inspiring sounds of Weippert's band, would doubtless be a human phenomenon, and not less so was the dance with which the Esquimaux women delighted the sailors previously to their taking leave of each other; it was neither a bolero, nor a fandango, nor a waltz, but it was a compound of the wildest distortions, and the most grotesque movements which ever human limbs attempted, and at the same time accompanied with some gestures, the meaning of which could not be mistaken. A song succeeded to the dance, and the performers were not content with *kooniging* each other, but they proceeded *sans ceremonie* to *koonig* the sailors, some of whom testified rather a dislike to participate of so much kindness, by which a satisfactory proof was given, that woman in one particular is the same, whether

she inhabits the shores of the Tiber, or the icy region of Felix Harbour; for the most certain method of incurring her hatred and displeasure, is to reject her advances and to treat the offer of her favors with contempt. On the other hand, where is the woman who is indifferent to praise, and who does not rise some degrees in her own estimation, when she sees that a particular degree of attention is paid to her, in comparison to that which is paid to her compeers, and on this occasion, there was one who was gifted with youth and beauty, (and let not the angel beauties of England rumple their noses, when the beauty of an Esquimaux girl is spoken of, for so imperceptible is the transition from ugliness to beauty, that it is impossible to say where the one ends, or the other begins,) and to this exquisite of her race the sailors bestowed all their attentions, leaving the more aged and the ugly "to waste their sweetness on the desert air."

It may appear invidious to institute a comparison between the line of conduct pursued by Capt. Parry on board the *Hecla*, and that, which was followed by Capt. Ross on board the *Victory*, respecting the amusements which were provided for the respective crews, and on which indeed it may be said that the health of the men in some degree depended. A certain extent of discipline is requisite and indispensable, for in default of it, it is impossible that the duty of the ship can be properly performed, but there are circumstances when the judgement of the commander should be called into action, with the view of determining whether some relaxation cannot be allowed to take place in the established discipline, and certainly on no occasion would that relaxation have been more advisable or more laudable, than during the tedious and depressing imprisonment of the *Victory* in Felix Harbour. A darkness of three months, exposed to all the rigor of the most inclement climate, rendered it of the utmost importance that constant employment and a habit of cheerfulness should be kept up amongst men so situated, it being well known, in addition to many recommendatory circumstances, that there exists an intimate connexion between depression of mind, and that dreadful disease, the scurvy; that hope and joy not only prevent, but materially aid in the cure of

it, while gloom and despair never fail to aggravate its fatal malignity.

There are circumstances in which it would not be a dereliction of duty, nor a departure from the dignity of the officer and commander, that the latter office should in some degree lose itself in that of the friend, and by a becoming and amiable condescension establish the pleasing proof, that although filling a humbler station, the value of the common seaman is properly appreciated and rewarded. In this respect, Capt. Ross must not attempt to stand in the shoes of Capt. Parry; the latter knew the value of his men, he knew that each of them was to him a diamond, although still in the rough, and his mind seemed bent upon devising those amusements which might disarm their dreary situation of its ennui, and thereby lead them from gloom and discontent, to comparative cheerfulness and happiness. Capt. Ross, was in some degree a hermit in his cabin, physically unable to make long excursions in the country, or to bear the fatigues of the chase, his sphere of action was a circle of about two miles, the ship being the centre point, and consequently his chief employment was confined to the operations on board the ship; overhauling the breeches, jackets, trousers and mittens of the natives, and establishing himself as the first merchant in that line who ever visited their coasts. Capt. Parry on the contrary, had his theatre and his concerts—not an evening passed, if evening there could be, during a three months darkness, that a play or a farce was not acted, and the crew were permitted to partake of the recreation, although cautioned to remember that they were not in the gallery of Astley's or the Surrey, where it is a kind of privilege of their cast, to be as boisterous as the element which they make their home. It is true that Capt. Parry had his school on board the Hecla, and on the return of his ship to England, it was most gratifying to him to learn that every man on board could read his bible. We pretend not to appreciate nor to judge of the extent of the talents of the students of the Hecla, nor of the pedagogic abilities of those to whom their education was entrusted, but this we do know, that if some of the students of the Victory could not read their bible when

they sailed from Woolwich, they were just as ignorant of its contents, that is, as far as self-perusal could extend, as when they were received on board the *Isabella*: nevertheless Capt. Ross had the merit of following a good example, (and there is some desert attached even to the power of properly discriminating between a good and a bad example,) for the very choice of the former pre-supposes the existence of a sound and superlative judgment in the individual, as it is not every man, who having two roads before him, the one leading to his goal, and the other diametrically opposite, that can from the very force of his own discrimination, select immediately the right one.

Respecting the amusements provided on board the *Victory*, they were like angels' visits, very few and far between, and when they did appear, they were also like those same angels' visits, for a very few participated in them; it was a kind of Almacks, in which aristocratical pride and official pomposity bore the ascendancy over honest worth and plebeian virtue, and where a distinct and positive line was drawn between the commanders and the commanded, beyond which it was tantamount to mutiny to transgress. Capt. Ross himself was not a sociable character, but in extenuation of his reserve and haughtiness, it must be admitted that the school in which he had been bred, namely, the quarter deck of a British man of war is not the one best adapted to teach a man urbanity and civility towards his inferior; every thing is there regulated by the iron power of authority, and in proportion as the individual stands in the scale of rank, he assumes the airs and consequence of his station, and thinks himself entitled to look down upon the grades beneath him, with superciliousness and pride.

Capt. Parry and the officers under him, knew the exact time when they could unbend and assume the conduct of the familiar, without in the least compromising their authority or their rank, and in justice it must be said, that Commander Ross was not in any way inferior to them, in the occasional assumption of that truly politic and prudent character; but with Capt. Ross the case was different, he was trebly steeped in the starch of official dignity, the maintenance of which he considered to consist in

abstracting himself as much as possible from all familiar intercourse with those who were beneath him, and suffering no opportunity to escape him, by which he could shew to them that he was their superior and commander. The men were conscious that they owed him obedience; they were not equally convinced that they owed him their respect and esteem.

To those who have studied the prominent characters of savage life, and have instituted an impartial comparison of the different virtues by which that state is distinguished, and those which appear most conspicuously amongst a civilized people, the result has generally been manifest, that the virtue of gratitude exhibits itself with greater force in a state of savage nature, than in that of civilization. This position was verified in several instances, in the intercourse of the Esquimaux with the comparatively civilized Europeans, and further that although they were ignorant of the precepts of christianity as they are written and preached, yet that they appeared in several instances to possess the natural disposition to practice them, thereby putting to the blush the individuals, who daily read their bibles and professed to regulate their lives according to the precepts contained in it.

We have seen that the conduct of Capt. Ross towards the natives, although at first kind, friendly and conciliating, degenerated by degrees into that of austerity, cruelty and inhumanity. He had obtained from them all the information, which they had it in their power to give; he had filled his flour-tubs with their valuables; he had by his interested kindness and generosity impressed upon their minds the belief, that he was not only greatly their superior in all the extrinsic advantages and benefits of life, but that he was also intrinsically blessed with a humane, friendly, and benevolent disposition. It is true that the natives had committed some petty thefts, which may have excited the choler and indignation of Capt. Ross, but in his native country, would he not have to complain of the theft of his gold, if he had left it carelessly exposed to some of the lower classes? Beyond this venial fault, and for which Capt. Ross ought to have been fully prepared, there was not any part of the conduct of the natives in the least deserving of reprobation or censure, much less of the

hard and austere treatment which they were daily in the habit of receiving.

We have related the circumstance of the abrupt removal of the Esquimaux women from the deck of the Victory, and the sufferings which the poor creatures underwent from their exposure to the cold; the kindness however, which the sailors manifested towards them, made them some amends for the treatment which they had received; and it was during their walk to the huts, that the sailors contrived to make known to them, that their dogs on board were much in want of food. The women appeared not to take any notice of this appeal to their liberality, but on the following day, which was Sunday the 14th, divine service was scarcely over, when the same women were observed approaching the ship, each carrying a large piece of blubber for the dogs, and it might be supposed that for this act of kindness, and for such a striking display of the christian precept of returning good for evil, Capt. Ross would have bestowed upon them some reward—but in his eyes it appeared to be nothing more than the proper act of a subject towards his sovereign, or the slave towards his master. Capt. Ross had perhaps read the History of Rome, and remembered the munificent act of Tiberius, who, when the inhabitants of Capræa opened their magazines of wine for his use, and on his taking possession of them, expected some remuneration for the sacrifice which they had made, coolly replied, “It is no more than their duty.” The sailors of the Victory entertained not however the same opinion as the emperor of the Romans, or the not less sovereign commander under whom they served, for they took the opportunity, during their escort of the ladies to their huts, to remunerate them for the seasonable supply of blubber, by the present of a few needles, and so rejoiced were they at the return which was made to them for their kindness, that had the sailors taken the whole stock of blubber, which their husbands had brought home on the preceding day, not a dissentient voice would have been raised.

To those who have perused the North Georgia Gazette, the circumstance cannot have escaped them, that amongst the crews of the Fury and the Hecla, there were some choice spirits, into

whose souls nature had infused a considerable portion of Parnassian fire, and who have immortalized in hexameters and alexandrines the loves of Narlook and Ikmalik, and all their own great and glorious achievements, their conquests and their victories over the hosts of seals and walruses, who very justly considered the human bipeds as base intruders on their legitimate domain, which had been their undisputed right, from the time that their great progenitors sprung out of the ground before Adam, and received from him their name; on which, they steered their course down the Euphrates; found their way, by some means, into the Euxine, and thence through the Hellespont into the Mediterranean, where after stopping for a short time to view an eruption of Mount Etna, which they found rather too hot for them, they plunged through the Straits of Gibraltar into the Atlantic, and thence shaping their course direct northwest, (some power of Heaven being their pilot,) arrived in safety in Baffin's Bay, where they determined to domiciliate themselves, and proceeded to carry into effect the great mandate, which on their departure from the river Pison, was given to them by Adam, to increase and multiply.—And verily the descendants of that same Adam, found on their arrival in the adopted country of the seal family, that the said mandate had been fulfilled in an extraordinary degree. That George IV. or any other monarch, of whom they had never heard before, had any right to take possession of their country, that they had held for the period of about 4000 years, (proving thereby irrefutably that the family of the Seals in point of antiquity is superior to that of the Guelphs,) and which they had determined to keep to all perpetuity, was in their opinion so contrary to every principle of justice, that it was no wonder that wars and battles ensued, which roused the fire of the poetic geniuses of the Hecla and the Fury, and which like the celebration of Blenheim by Addison, or of Waterloo by Walter Scott, have been versified by them with a talent which an Addison or a Scott, especially the latter could never reach, for of the effusion of the latter poet it was said—

How prostrate lie the heaps of slain,

On Waterloo's immortal plain;

But none by sabre or by shot,
Fell half so flat as Walter Scott.

We have considered ourselves entitled to enter into the foregoing digression, for the purpose of introducing a new character, amongst the many extraordinary ones which have already figured in these pages, and that personage is no other than the Poet Laureat of the Victory.

We know that it is customary before a debutant makes his appearance on the stage, to keep the spectators for some minutes in a state of suspense, in order that their curiosity and anxiety may be wound up to the highest pitch, in anticipation of the phenomenon that is forthcoming, and we see no reason why the same method should not be adopted in the introduction of so important a personage as a poet, in the very nucleus of the Arctic Regions, sending forth the effusions of his prolific imagination, amidst such ardent and inspiring objects as the superlative beauty of the Esquimaux women, the exquisite flavor of whale's blubber, the sublimity of an iceberg, the grandeur of a snow storm, the freezing of mercury, the incalculable advantages of a steam engine in the middle of a floe of ice, and though last not least, of Capt. Ross himself.

With that modesty however which is inseparable from true merit, we are requested to withhold the name of this great aspirant for poetic fame, but one thing may be relied upon, which is, that it was not Capt. Ross himself, for it would be unjust to suppose that a genius of his transcendant powers, who, with his deep sea clamm had raised the mud of the ocean, and which but for him would perhaps never have been raised at all, could descend to such an ignoble occupation as that of tagging rhymes, and inditing pastorals in a country where a Corydon and Phyllis with their crook and lambkins would be two characters as rare to be found, as Punch and Judy in a Methodist's chapel. That the following effusion by the inspired poet of the Victory, will be copied into every Annual and Magazine, particularly the Evangelical and the Methodist's, but not into

the Penny or the Saturday, it being too high and sublime for either of them, cannot for a moment be doubted by any one, who has the talent justly to appreciate poetical merit, and who can trace in the glowing images, which breathe in every line, the vigor of a Landon and the delicacy of a Hemans. We however most willingly grant permission to Capt. Ross to copy it into his forthcoming work, being anxious to furnish him with every opportunity of giving the utmost publicity, to all the great and generous actions, which distinguished him as commander of the Victory.

'Twas on the 9th of January a tribe of men we saw,
 They proved to be a race of men called the Esquimaux,
 They all were brought into the ship,
 And much was made of them.
 They got them for to come on board,
 And treated them as men,
 Always hereafter, they did come
 Unto us every day,
 Until they were all tired, then they
 With presents went away.

We were all glad to see this tribe
 Information for to get,
 They told us that this was a bay,
 That we took for an inlet,
 After all this intelligence
 That these poor souls had told,
 They would not allow them to come on board,
 So they kept them in the hold.

They was* not in the least affronted,
 But their dresses they did bring,

* We should have considered ourselves called upon, as the admirers of the genius of the poet of the Victory, to have corrected this grammatical error, but we were properly influenced by the desire to allow him the same privileges which are claimed by the majority of the poets of the present day, who take all possible pains to shew us that grammar and poetry have no relationship with each other.

But not a man before the mast was

Allowed to buy a thing ;

Now old Ross comes upon deck,

Enquiring, are they come ?

He buys all things, that they have got,

And then, they may go home.

That Ross he is a cunning dog

Just fitted for a ———

• • • • •

We have submitted the remainder of the last stanza of this truly byronic composition, to the examination and exquisite entertainment of the Attorney General, and he has strenuously advised us, (and it would have been a scandal in him to have done otherwise, considering the heavy fee which we paid him for such advice,) to omit it altogether, unless we felt a pungent desire to be sent by "the most potent, grave and reverend Seigniors" of the Kings Bench, to eat blubber and seal's flesh with the natives of Felix Harbour, for the term of two years of our natural life, and to pay a heavy fine to his majesty the king of England, which, *en passant*, we never could pay, for having been so seduced by the poet laureat of the Victory, as to throw the slightest shade upon the character of the great commander of her, especially on a subject so tender as an attachment to female beauty, although the object that excited it may have been a fat, dumpty, squab-nosed, smoke-dried daughter of an Esquimaux seal hunter.

Information has reached us that the poet has nearly completed an epic poem entitled Boothia, in which Capt Ross is, of course, the hero, and Yuggeeyueyet, the youngest female of the Esquimaux, the heroine. As it is now a long time since a good epic poem has been produced in this country, it ought to be considered as not one of the least of the great advantages that have accrued from the expedition of Capt. Ross, that the literature of the country is to be enriched with a work which will rival the *Thalaba* of Southey or the *Leonid's* of Glover

From several observations made by Commander Ross, at this time, the latitude of Felix Harbour was determined to be $69^{\circ} 59'$ north, and the longitude $92^{\circ} 2'$ west.

The weather on the 16th being extremely fine, Commander Ross went to the huts, and having assembled the whole tribe, he told them, that they were a set of accomplished *Tegligtohes* (thieves,) and that unless they brought all the things back which they had stolen, they should never be allowed to come near the ship again. This threat had the desired effect, for on the following day, a party came to the ship and brought back all the stolen property, and amongst the thieves appeared, not the least conspicuous, Tullooachiu with his wooden leg, who brought back a knife which he had stolen, and with the greatest *sang-froid* deposited it in the very place, from which he had taken it, which was the mess berth of the sailors. They did not appear to be in the least affected with any shame on being detected in their little thefts, on the contrary by the restitution of the things, they seemed to think that they had fully exonerated themselves from all culpability, and that they ought to stand as high as ever they did in the estimation of the crew.

From the 18th to the 22nd the wind blew keenly from the north, which in some degree impeded the excursions of the officers on shore, but still the ship was visited every day by the Esquimaux, who, on one occasion brought the skin of a glutton and of a musk ox, and a whole seal, for the latter they obtained a cheese knife.

It may be here necessary to mention, that the articles which Capt. Ross gave to the Esquimaux in exchange for their dresses, skins, and other natural productions of the country, were in fact the presents that were shipped on board the *Fury*, and were found by Capt. Ross on the beach. They consisted of knives, scissars, fish hooks, harpoon heads, darts, cheese-knives, awls, &c. It became a question amongst the crew whether Capt. Ross was authorized to make use of those articles, as belonging to government in the way of exchange for the productions and manufactures of the country, and then appropriating the articles so obtained to his sole use. They argued that the articles were

shipped by government on board the *Fury* as presents to the natives of whatever country they might visit, for the purpose of obtaining their favor and confidence, as well as their assistance under any trying emergency that might arise, and that although they might certainly be considered by Capt. Ross in the light of treasure-trove, yet it did not follow that the whole of them belonged solely to himself, but that they should have been distributed for the general benefit of the crew, at all events, that a direct mal-appropriation of them was committed in employing them entirely as articles of barter, and not in the way for which they were originally intended by government.

It is rather a singular circumstance, that the fancy of Capt. Ross appeared to be particularly directed to the dresses of the natives; as no great objection was sometimes shown by him to the crew purchasing other articles of their manufacture; thus, the steward purchased a sledge of Tullooachiu, and on examining it, it was found to be made of salmon, with skins sewed over them, but the cross pieces were the leg bones of the rein-deer. It was not an erroneous conjecture of some of the crew, that when these poor creatures are driven to extremity for food, they turn to, and make a dainty meal of their sledges, as with the exception of the rein-deer bones, the whole of them is eatable. When we refer to the description which Capt. Franklin gives, of the different articles of food by which he and his party were maintained, the component parts of the sledge of an Esquimaux would under circumstances of extreme want, be considered a real dainty. There cannot be any comparison between a meal of *tripe de roche*, and the stinking marrow of a rein-deer bone, and a piece of dried salmon, which by its exposure to the frost has been kept from putridity; indeed the epicures amongst the Esquimaux do not hesitate to declare that the flavour of the salmon is rather enhanced by its long keeping, on the same principle, we suppose, that the flavor of the game of this country rises in the estimation of the epicure, in proportion as the bird or animal approaches to putridity. At all events it must be a novel and curious exhibition, to observe a party of Esquimaux cutting up a sledge, and carving out pieces of salmon according to their respective tastes, and

seasoning them with some of the oil extracted from the blubber of the whale. The latter condiment is to the Esquimaux, what Burgess' Anchovy is to the citizens of London, and instances are not rare, in which an Esquimaux has been known to devour four pounds of seal flesh or of salmon, well soaked in whale oil at one meal, with about half a gallon of water as the beverage.

It appearing from the report of the natives, that the Glutton had made its annual visit to the country, several skins of which animal they had brought to the ship for purchase, Capt. Ross ordered the mechanics of the vessel to construct some traps for the express purpose of catching them, as a high value was put upon their skins although the equivalent given to the Esquimaux for them, was comparatively speaking, a mere bauble.

On the 23rd, a party of Esquimaux visited the ship, bringing with them the skin of a glutton and a seal, for which they received in return a knife, but it was surprising to observe, that great as their anxiety appeared to be, to become the proprietors of so valuable an article as a knife, not the least quarrelling or altercation took place between them, when the article was handed over to one particular individual. The seal was brought on a sledge drawn by a dog, and the dexterity with which they skinned it, could not have been surpassed by the most skilful anatomist.

Several ravens were now seen hovering about the ship, which is always considered by the natives as a good omen, it being indicative that the seals and walruses are plentiful in the adjacent seas, as it is from the offal of their bodies that those birds generally obtain their sustenance. Commander Ross made several attempts to kill the ravens, but they appeared to possess all the cunning of their species, keeping as much as possible out of reach of the shot; their bodies however were only wanted as specimens of the different kinds of birds indigenous to the country, and two being already in the cabinet of Capt. Ross, their escape was considered a matter of minor importance. The officers in their excursions were however more fortunate in killing the foxes and hares, as they seldom returned without some booty. The former were only prized on account of their skins, but the hares and grouse formed a delectable treat to the elite of the cabin, although

the partition sometimes of a single grouse was regarded with feelings very much akin to those, which a pack of schoolboys exhibit on the cutting up of a twelfth-cake, each fearing that another may obtain the largest share.

There was scarcely a single instance during the stay of the Victory in Felix Harbour, of an Esquimaux coming individually to the ship, but on the morning of the 24th, a woman was observed approaching, unaccompanied by any of her tribe, and with an assurance, which indicated that she had come upon some special purpose. She ascended the gangway, and placed herself close to the companion hatchway, as if she had almost a right, to assume the station, which she had selected. Considering the savage mode of life to which she was addicted, and the total absence of all cultivation mental or personal, in which she had lived from her earliest days, there was a majesty in her demeanor, and an intelligence beaming in her eye, which stamped her at once the superior amongst her fellows, and declared that she was one of those, whom nature selects amongst a horde, like the genius in civilized life, to give them by the force of their intellect, power, dominion and influence over the more rude and ignorant of their species. It appeared that the imputation, which Commander Ross had thrown upon her tribe, that they were *Tiklig-tokes*, or thieves, had rankled in the mind of this extraordinary woman, and on finding an iron belaying pin, which had been taken away by one of her associates, she resolved to take upon herself the office of restoring it, and drawing it from under her vestment, she laid it upon the binnacle, with an air of hauteur, as if she defied every one to cast any further imputation upon her tribe. Capt. Ross being informed of the arrival of this woman, whose name was *Okkaru*, the word signifying a tongue in the Esquimaux language, and which was bestowed upon her on account of her eloquential powers, she was admitted into the cabin, and her demeanor there soon betrayed the superior strength of her intellect, by the total absence of that vacant wonder, which always distinguishes the uncultivated savage, on his first introduction to the objects of science and of civilized life. She seated herself in a chair without stopping for an invitation, and

seeing a violin suspended in a corner of the cabin, she appeared almost instinctively to know its use, and gave them to know by signs, that she should like to hear the sound of it; a few chords were struck upon it, and as if bitten by a tarantula, she began immediately to dance, but stopped, as soon as the music ceased. Commander Ross now asked her to favour them with a song, but like certain other accomplished singers, she required a great deal of pressing before she would grant the request; and she also resembled certain singers in another particular, for having once begun to sing, there was no such a thing as stopping her. Her song was like our Chevy-chase, with a few of the longest of the Percy ballads following in succession; or she was like the individual, who really could not sing, although his companions were in their own minds convinced to the contrary, and therefore so importuned the unfortunate wight with their entreaties, that to be revenged upon them for their obstinacy, he selected the two lines:

I was there all the while,

At the siege of Belleisle.

and with some slight modulation of the voice, continued to chant them for above half an hour, until he drove the major part of his audience out of the room, considering that the fellow was decidedly mad. Fortunately however for the ears of Capt. Ross, and those of the remainder of the audience, this Catalani of the Esquimaux got to the end of her bravura, and Commander Ross made up his mind, that if *Okkaru* ever visited the ship again, never to invite her to sing.

But the superior intelligence of this extraordinary woman, was perhaps the most conspicuous in the readiness, with which she was made to comprehend the manner of laying down on paper, the geographical outline of that part of the coast of America, with which she was acquainted, and the neighbouring Islands, so as to construct a chart. It was at first found difficult to make her comprehend what was meant, but Commander Ross discovered that she was acquainted with the four

cardinal points of the compass; for on mentioning the word *Kannunngnak*, she pointed to the north—at that of *Pingunngnak*, to the south—at that of *Ooagnuk*, to the west—and at that of *Neeyuk*, to the east: he then shewed her the charts which had been laid down of the country and seas to the westward by some of her tribe, on their first coming on board the *Victory*, and following the tracings with her finger, she shook her head on coming to a particular part, as if denoting that it was erroneous. She was now requested to alter it, as perhaps the very success of the expedition depended upon the information, which she was about to furnish, and it would greatly have amused an unconcerned looker on, to have watched the anxiety and suspense depicted on the countenances of the group, by whom she was surrounded, for never were the tracings of a pencil regarded with more eager solicitude. The Esquimaux, who had been previously consulted, had made the bay in which the *Victory* then was, approaching nearly to a *Cul de sac*, at all events a difference was distinct as to the existence of an open sea to the westward, some denying it, and others affirming it. From the information of *Okkaru*, it appeared that there was an open sea, at the distance of about fifty *seniks*, but a great difficulty here presented itself, of definitively determining that distance from the term which she had used. *Senik* in the Esquimaux signifies sleep, and they distinguish the distances from place to place by so many *seniks*, or sleeps, but the length of their sleeps differs considerably in winter and summer, the *senik* of the former being much longer than that of the latter. On referring however to the voyage of Capt. Parry it was found that one day's sailing of the ship was about equal to forty *seniks*, and therefore, according to the information of *Okkaru*, the open sea was not much further than one days sailing or fifty *seniks*. In order however to try the veracity of *Okkaru's* information, she was requested to draw the line of the coast which they had themselves examined on their passage to Felix Harbour, and they found her delineation of it to be perfectly correct; they were therefore privileged to assume, that as her information on one point was according to their own experience, conformable to the truth, it was also so on the other, and it was

the source of no little gratification to Capt. Ross, to have the opinion confirmed by an individual, who appeared to possess such extraordinary talent, of the existence of an open sea to the westward, and *Okkaru* became in consequence a great favourite on board the Victory. The result however of her superior understanding, and the attention that was shown to her, was just what might have been expected: *Okkaru* was a female, and what female head is indifferent to praise, whether it be on the shoulders of an Esquimaux, or a native of Middlesex. She found that she was treated with a degree of confidence, far superior to what was shown to the other females of her tribe; for whilst they were not permitted to ascend the gangway, and were kept shivering in the outer air, exposed to all the violence of the elements, the watchman on the gangway made way for *Okkaru*, as if she actually belonged to the ship; it is not therefore to be wondered at that she became giddy with her exaltation, and began to assume certain airs, which although infinitely diversified in their operation according to circumstances, perhaps universally attend a too sudden accession of good fortune in every child of Adam from the equator to Felix Harbour. The consequence of all, which was that *Okkaru* was spoiled; she considered her admission into the ship and most of the cabins no longer as an indulgence but a matter of right; she ceased to return the slightest acknowledgment for any kindness or presents; became listless and inattentive in unravelling the meaning of the questions that were propounded to her, and careless whether her answers conveyed the information which was desired; in short *Okkaru* in the middle of February and *Okkaru* on the 1st of March were confessedly very different persons, at the same time it afforded no little amusement to observe the airs and graces which she put on, whenever one of her country women accosted her; turning her back upon her, as if it were a condescension to speak to her; nor was it very easy for any of the crew to persuade themselves that the *Okkaru* who brought the belaying pin, and was glad to receive a needle in return, was the same person who strutted about the deck of the Victory, as if she were Cleopatra herself on board the vessel of Marc Anthony. The in-

formation of *Okkaru* was in many instances confirmed respecting a sea to the westward, but as to the possibility of navigating it, was a question which subsequent events were to confirm or disprove.

On the 28th the Esquimaux brought another seal, but they were not admitted on board. After the performance of divine service, it being the sabbath day, the crew asked permission to take a walk to the huts, but the request was most peremptorily refused, in fact, the disposition of Capt. Ross appeared to partake of the nature of a vane, and in some degree to be regulated by the quarter from which the wind blew. He certainly never condescended to give a reason for the refusal which he gave to the crew, but it appeared to arise more from the whim of the moment, than from any good and substantial cause. The Esquimaux received a few fish-hooks for the seal, but they did not appear very well satisfied with their reward, and as a proof, on the following day they brought a glutton, but they would not part with it until they knew what they were to receive for it; which proves that notwithstanding their apparent stupidity and ignorance, they began to ascertain some correct ideas of the principles of traffic, by not parting with an article, until the equivalent was determined upon.

The month of February ended with fine weather but a very slight diminution in the intensity of the frost.

The following is the scale of the Temperature of the air, by the Thermometer for the month of February, 1830.

	Highest	Lowest		Highest	Lowest		Highest	Lowest
Feb.	Below	Above	Feb.	Below	Above	Feb.	Below	Above
1	25	25	12	43	39	23	14	1½
2	29	25½	13	43	41½	24	11	3*
3	40	36	14	40	39	25	14	6½
4	41		15	43	38	26	22	11
5	42		16	43	32	27	30	17
6	42½		17	27	15	28	31	21
7	43	40	18	14	9			
8	12	42	19	16	7½			
9	27	43	20	10	5			
10	34	43	21	8	5			
11	•	42	22	10	4			

CHAPTER V.

PROCEEDINGS FROM THE FIRST OF MARCH, 1830, TO THE FIRST OF SEPTEMBER, 1830

NOTWITHSTANDING the treatment, which the Esquimaux received, they continued their visits daily to the ship, bringing with them a number of articles, the majority of which were claimed and purchased by Capt. Ross. Commander Ross finding that the trap, which he had constructed for the caption of the gluttons did not prove successful, he questioned some of the Esquimaux on the subject, and they agreed to build one for him on their own construction. They accordingly accompanied him to a particular place, where it was alleged that the gluttons frequented, but strange to tell, not a glutton was caught in the trap, although it was subsequently discovered that the worthy Commander, in spite of his superior sense and wisdom was himself caught in the trap, which the stupid and simple Esquimaux had laid for him. It appeared indeed most surprising to the Commander, that the natives, especially the two, who had assisted him in the construction of the trap, seldom visited the ship without bringing a glutton with them, but although he visited his trap daily, not a glutton was to be seen, yet by the marks of their steps in the snow, it was evident that they had been close to it. Suspecting that he was the dupe of these artless, simple people, and though not exactly a glutton himself, that he had been entrapped by them, he resolutely accused them at once, *Tiklikpoke kakawick mikkee*, "you steal glutton." In many previous instances, Commander Ross had succeeded in impressing upon the minds of the natives, that he possessed some secret power of discovering their

actions, and particularly, where any fraud was attempted to be practised upon him, and in the present case, the conviction was so strong upon them, that he was privy to the whole of their proceedings, that they confessed that two gluttons had been caught in the trap, but by a refinement of reasoning scarcely to be expected from such uncultivated creatures, they argued that as they had brought the gluttons to the ship, they had rather performed an act of kindness, than one for which they should be censured; but then Commander Ross informed them, that as the gluttons were caught in his own trap, they were consequently his property, and therefore they ought not to have demanded the same reward, as if they had been caught in traps of their own setting. To which the natives replied with all the cunning of the jesuit, that they had not exacted the reward for the animals, but for the trouble of bringing them. There was on the part of Commander Ross, no surmounting this piece of deep casuistry, and he simply informed the natives, that for the future he would take upon himself the trouble of conveying the captured animals to the ship. They appeared fully disposed to acquiesce in this determination of the Commander, still no gluttons were caught in his trap, although the natives continued to bring them. One morning, Commander Ross found a fox in the trap, but some circumstances led him to believe, that the animal was put there designedly by the natives, for the purpose of deceiving him, and appropriating to themselves the whole trade in the gluttons, as being far more valuable than the foxes.

On the 2d a party of Esquimaux came to the ship with the information of the death of *Illictu*, the father of *Tulloochiu*, and who had been drawn to the ship on a sledge, the first day that the communication was opened between the natives and the crew of the vessel. As this was the first death that had occurred in the tribe since the arrival of the *Victory*, it was the anxious desire of Mr. McDiarmid to obtain his corpse, and particularly his head, as a subject of comparative anatomy, and the sequel will shew the difficulties which attended the acquisition of it. The party, who brought the information of the death of *Illictu*, had with them one of the finest dogs, which had been seen in

that part of the country : it was purchased by Capt. Ross at a comparatively high price, and so allured were the natives by the unexpected extent of it, that on the following day, the same party made their appearance, each bringing with them a dog, fully expecting that no objection would be raised to purchase the whole pack on the same advantageous terms. In this however they were disappointed, for as Capt. Ross was not at that time disposed to add to his stock of the canine species, and the whole of the crew being prohibited from purchasing any, the natives were obliged to retrace their steps homewards, driving their unmarketable commodity before them like so many pigs, and with the most evident signs of disappointment depicted on their countenance.

Not a day elapsed without some addition being made to the stock of peltry, and on one occasion, the natives brought the foetus of a seal, representing it as a peculiar dainty ; not a little surprise was however manifested by them, when they found that their dainty morsel was rejected, and evidently with signs of disgust ; one of them however carefully took it under his arms, and literally licked it with his tongue, smacking his lips, as if the taste were most gratifying to him.

Commander Ross spent the greater part of the 3rd at the observatory, but little transpired as to the result of his observations. As the season advanced, the anxiety of Capt. Ross increased to obtain every possible information relative to the surrounding seas, and falling in accidentally with two of the natives, who appeared to be better informed than the others relative to the adjacent coasts, he required of them to draw on a level patch of snow the course of the land or coast, and to point out where was the nearest place to the sea on the other side. Their information was however by no means of an encouraging nature, for they could not be induced to depart from their original opinion, that no passage existed to the other sea, but they brought the land all round, signifying thereby that the Victory was in a large bay, studded with many islands, and that the place where she then lay was nothing more than a small creek, between two of the larger islands. According to their account however, there was a large lake to the

north east, about the distance of fifty *seniks*, to which their tribe were annually in the habit of resorting during the summer, for the purpose of catching some large fish of the salmon kind, while on the banks the rein-deer were found in great abundance. With that proneness that is natural to the human mind to believe that which we wish to be true, no great degree of faith was attached to the report of these Esquimaux, and principally because they differed from the report which had been given by *Okkaru*, but when it is considered that their method of expressing themselves, was scarcely intelligible to those to whom it was addressed, accompanied at the same time by a great difficulty on their part in making the natives comprehend what they meant; it is very possible that the discrepancy in their different reports was not so great as it might at first appear to be; at all events, taking the information which had been received on the whole, it was by no means encouraging to the adventurous mariners, who began to suspect that they were in a *cul de sac*, and that instead of attempting to penetrate further westward, their most prudent plan would be to retrace their course, and seek for the ultimate object of their voyage in another quarter.

On the 5th March, the whole tribe of the Esquimaux amounting to 70, deserted their winter habitations, and separated in different parties or divisions, one directing their course to their summer station about ten miles distant from the ship, and another to a chain of islands that lay from the ship in the direction of N. N. E. Two women left one of the parties and came to the ship with some articles of peltry, and having obtained their price for them they returned highly satisfied.

Mr. Mc'Diarmid having ascertained that the natives, in conformity with their general custom, had left the corpse of Illictu behind, he, accompanied by another of the officers, repaired to the huts, but the corpse was not to be found. It was now conjectured, that the information which had been given them, of the corpse being still in the hut, was given with the design of misleading them, for although comparatively speaking, they cared very little about it, yet on account of the enquiries, which had been made respecting it, by certain parties belonging to the ship,

the idea had entered into the minds of the natives, that the *Kabloonas*, or Europeans, attach some value to it, and therefore had buried it, or taken it away with them. On the following day, however, three women came to the ship, with the information that the new settlement was about twenty *seniks* to the south east, and on being questioned respecting the corpse, they all agreed that it was left in one of the huts, and they described the particular one, in which it was to be found. These women brought the head of a bear, but no further use could be made of it, than sinking it in the sea, and reducing it to a skeleton by the shrimps eating off the flesh. The distance not being very great to the new station of the Esquimaux, Mr. Thoms and Mr. Mc'Diarmid set out on an expedition to discover them, and they found them exactly as the women had described them. At the same time Commander Ross went in one of the sledges obtained from the Esquimaux, and drawn by his own dogs to *Yakkee Hill*, so called as being the place from which the huts of the *Yaks*, or Esquimaux could be seen; the distance was three miles and a half, and the dogs performed it in twenty-seven minutes. His purpose was to try the velocity of sound. He returned in twenty eight minutes.

Although from the state of the weather, it was not supposed that the corpse of *Illictu* would be speedily decomposed, yet as authentic information had been received of the exact hut in which was to be found, a party was sent to ascertain the truth of it, and on entering the hut it was actually found with the chest cut open, as far down as the navel, and so thick was the layer of fat, that with the skin it measured $\frac{3}{4}$ of an inch: His funeral couch was a bed of snow, and it spoke but little for the filial affection of his sons, of whom he had five, that they should leave their aged parent, like a beast that had died in his den, to be gradually decomposed by the elements, or to fall a prey to the savage animals of the country. Literally speaking there is very little difference between a grave of snow and a grave of gravel, indeed by some the former would be preferred, who have a squeamish dislike about them, that the worms should riot and revel over a form, which, whilst in life, had cost them so much trouble

to keep in repair, and so much expence to beautify and adorn. But there appears to be a feeling natural to the human heart, respecting the last resting place of those, to whom we have been attached by the bonds of affection, and there are few societies, even in the most savage life, in which that feeling is not displayed in the most amiable manner. In this respect, however, the Esquimaux appear to stand in the very lowest degree of human nature; it is true, that they sometimes bury their dead, either in the snow or a trench dug in the ground, but this only happens in those seasons, when an immediate removal from their present place of abode would be inconvenient. The ceremony of interment is therefore not performed from any respect due to the dead, but as a mere matter of convenience to the living; for as in the case of the death of *Illictu*, the tribe preferred vacating their habitations and removing to a distant quarter, than to incur the trouble of digging a trench for the body, which it must be allowed with their rude and inadequate tools, is a task of no little difficulty, where the soil itself is as hard to penetrate as if it were of granite. The total absence of all notion of a resurrection, or of an after life, may certainly in a great degree operate to regulate the conduct of the Esquimaux towards their dead, not that it intrinsically matters in regard to that great important point, whether the corpse be gradually mouldering in the marble mausoleum, or whether it be left bleaching in the storms of an arctic winter; but they regard a human corpse as a thing so totally undeserving of all respect or attention, that to bestow any trouble upon it, when their own interest or convenience is not concerned, would appear to them as a total waste of time. They had not even given themselves the pains to undress the reverend father of their tribe, for *Illictu* was the most aged amongst them, and when the visiting party entered the hut, one of the first things which struck the attention of Chimham Thomas, the carpenter, was the sound condition of *Illictu's* boots, which were made of seal's skin. Acting upon the principle that there is no sin in robbing the dead, and Thomas being at that particular time much in want of a good pair of boots, he very deliberately cut them off, and returned with his booty to the ship.

On the return of the party with the intelligence of the discovery of the corpse, Capt. Ross determined that as it had been deprived by the carpenter of one of its extremities, he would without any further loss of time obtain possession of the other, and he therefore despatched Mr. Mc'Diarmid with two of the crew, to behead *Illictu*, and to bring to him the head, as Judith did of old that of Holofernes. The decapitation was performed by the surgeon, *secundum artem*; and being delivered to Capt. Ross, it was determined that it should cut a prominent figure in his cabinet of arctic curiosities.

Be it here recorded, that in addition to the many eminent qualifications which adorn the mind of Capt. Ross, he has obtained a smattering of phrenology, by which he has been able to determine by certain prominences on his own head, denominated in the technical jargon of the science, organs or bumps, that he possesses in an eminent degree all the virtues which are necessary for the discoverer of the North West Passage. It is rumoured, (but rumour is often a lying hussey,) that it is owing to the extraordinary size of the organ or bump of conceitedness that Capt. Ross was induced to undertake his last voyage, at all events, he had now obtained a subject which could amuse him in his leisure hours, and divert him from perfecting himself in so infallible a science as phrenology, by any experiments which he might feel himself inclined to perform on his own head. He turned and twisted the caput of *Illictu* round and round; examined this bump and then that, and in the first place he discovered that the organ of destructiveness was strongly developed—a subsequent investigation revealed to him that *Illictu* had destroyed more seals and walruses than any other of his tribe, and therefore he had by his own experimental researches fully confirmed the principles of the science. He also found that the organ of amativeness was very large—Capt. Ross knew that *Illictu*, for an Esquimaux had had a very large family—therefore here again he was right—not that his previous knowledge of the extent of the family of *Illictu* had the slightest influence on the discovery of the extraordinary size of the bump of amativeness; it was clearly pointed out to the scholars of the Victory during

one of their evening sederunts (we believe that to be the term, in the country which has the honor of having given birth to Capt. Ross, for the meeting of scholars,) and therefore Capt. Ross could not have been led by any previous acquaintance which he had collected, touching the state or extent of *Illictu's* family. There was however one bump on the head of *Illictu*, which in the M.S. before us, appears as No. 16, and on referring to the organic scale it was found to denote the organ of intelligence,* now Capt. Ross himself experienced that *Illictu* was one of the most stupid of his race, and where all are most notoriously stupid, he who is the most so, must have reached the very climax of stupidity; then what was to be done with bump No. 16? it is true that Capt. Ross had verified the principles of the science in two instances, and where a man has succeeded in any attempt twice out of thrice, no one has a right to throw a stone at him, as a blunderer in his profession: it was however thought advisable not to push the phrenological researches any further, and the ultimate destination of the head of *Illictu* was *seriatim* determined upon. It was put into a net, and let down close to that of the bear under the ice, for the shrimps to take their choice, between the flesh of a savage animal and a savage man, but the shrimps appeared not to entertain any relish for either of them, for on the departure of the Victory from Felix Harbour, no great progress had been made in the consumption of the flesh, and in the third winter harbour, the two heads were entirely forgotten.

This attempt to obtain a complete skeleton of the two heads, was however attended with one bad effect, that it gave the majority of the crew such a disgust for the shrimps, that they could never be prevailed upon afterwards to eat them, although this

* We remember when the bust of Corder, the murderer of Maria Martin, was sent by Mr. Orridge, the Governor of Bury Goal, to the present Alderman Kelly, it was submitted to the examination of the leading phrenologists of the day, but they were kept in ignorance of the exact subject from which the bust was taken. The report was, that the organ of destructiveness was very minute indeed, whilst those of amiableness and humanity were strongly developed. When they were informed that they had been examining the bust of Corder, they looked significantly in each other's face, and exclaimed, "Brother, brother, we are both in the wrong." This was a Second Edition of the Edinburg Turnip.

aversion, like all others, which have not a natural origin, but are acquired by circumstances, might have been easily overcome, if they would for a moment have taken it into their consideration, that the shrimps and in fact, many other fish, which they eat with so much relish in their native country, nourish themselves on the putrid carcasses, human and animal, which casualties have thrown in their way. One hundred lobsters have been known to reduce a plump human corpse to the state of a complete skeleton in a few hours, and yet the alderman or the vestryman, who might praise the extraordinary sweetness of the sauce which has been made of one of these lobsters, little dreams that the superiority of the flavour is perhaps owing to its having fed lately on human flesh, which is known to surpass all others in its sweetening and fattening qualities.

The party, who had repaired to *Yakkee Hill* for the purpose of ascertaining the new situation of the Esquimaux, had so stationed themselves that by means of their telescopes, they could observe the motions that were going forward on board the *Victory*, as well as the actions of the Esquimaux about their huts. They saw the women, who had been to the ship with their peltry, shaping their course homewards, and they had no sooner wound round a small promontory from which they could be seen from the huts, than the men were seen running to and fro, as if to report the approach of the women, and some of them hastened forward to give them their meeting, evidently for the purpose of obtaining from them the proceeds of their traffic.

In general the Esquimaux build their huts in the snow on account of the great facility of obtaining the materials, for the construction of them, but in the present instance they deviated from their usual custom, and built them on the ice, which occasioned them an extra degree of trouble, as they had to convey the slabs of snow from some distance, with the risk of them breaking in the transportation. The cause of this change of site was represented to be, a desire to be more contiguous to the seal-holes, as they could almost sit before the entrance of the hut, and kill the animals as they emerged from the ice.

The names of the men and their wives who constituted this little colony were,

MEN. WIVES.

TIGGEETAGUO.

POOYATUK.

TOOTOOAK. TERREKEWONA.

IKMALIK.

ARCHNALUAK. KAKKAAKENU.

NARLOOK. MELENA.

TIAGASU.

OOBLOORAIK. ULUNENA.

NOWUNOW.

POOWUTYOOK.

NUTCHEUK.

From which it appears that, of eleven men of which the tribe or division consisted, five only had wives, and their families combined amounted only to 14 persons, and not a female amongst them that was marriageable. We expect to receive the sincere thanks of Dr. Malthus for this piece of intelligence, as we have pointed out to him one part of the globe, where the propagation of the human species is remarkably slow, and where there is no fear of the population exceeding the means of subsistence, so long as the seas continue to swarm with whales, seals, and walruses.

The 7th being Sunday, after divine service had been performed, the crew were permitted to walk to the huts, at the same time that the steward took the sledge and the dogs for the purpose of exercising them. They bent their course first to the huts which had been deserted, for the express purpose of obtaining a view of the corpse of *Illictu*, which, in its then mangled state could not have been a very pleasing sight. On entering the hut, in which the surgeon had performed the operation of decapitation, it was evident from the marks which were distinguishable on the snow, that it had been visited by some savage animal, who perhaps had made a dainty meal of the remainder of the corpse, but still it was conjectured, that had such been the case, some remains of the body would have been found, for it was scarcely possible for

any animal to have dragged it out of the hut, nor were there any marks on the outside which could warrant the supposition, that an animal had effected its entire removal. The disappearance of the body remained a mystery which never was solved; or questioning however, some of the tribe, who had built their huts on the ice, they shook their heads in a most significant manner, and it was evident that they knew of the head having been taken away, for one of them drew his hand across his throat, which was at once explanatory that they had discovered the abstraction of the member, and therefore it was most probable that they had removed the remainder altogether, as it was not unlikely that the same party, who had taken such a fancy to the head, might have also the same longing for an arm or a leg, although to what uses they could be applied was a problem, too difficult for their limited capacity to solve.

The specimens of the ingenuity of the Esquimaux had hitherto been confined to the manufacture of their bows and arrows, and some articles of their apparel, although it was supposed that had the necessary materials been forthcoming, they would have been able to produce many things fully adequate to prove that their inventive powers were not so meagre and limited as the crew of the Victory were led to believe. Iron and wood were almost wholly wanting; the chief material of all their manufactured articles consisting of the bones of the different animals, which were indigenous to their country. On the 18th two women came to the ship, bringing with them a basin made of the horn of a musk ox, but the workmanship was rude and clumsy in the extreme. The arrival of these women with this new specimen of Esquimaux ingenuity was announced to Capt. Ross, and it may be easily supposed that he did not let such a favourable opportunity escape him of adding so valuable an article to his cabinet of curiosities.

It has been said by a great man, that "dire events from trivial causes flow," and every man, who will give himself the trouble to take a survey of his own life, will find that the most important events of it have sprung, not from circumstances to which he attached the greatest importance, but from some trifling incidents

which he deemed scarcely worthy of his notice. This position has been notably illustrated by Swift, in the case of a great war ensuing from the trivial dispute, whether an egg can stand on its little end or its big one; and it is well known that the length of Cleopatra's nose was the cause of a war, in which it may be said, that Cæsar and Anthony fought for a world and a woman, and both were lost. When therefore such important events can flow from causes so very trivial, is it to be wondered at that a civil war should have nearly broken out amongst the tribe of Esquimaux, at the mere loss of a basin made of the horn of an ox? but so it is written in the chronicles of those days, and the country is indebted to Capt. Ross, or more properly speaking to the individuals, who, contrary to the knowledge and expectation of that individual have furnished us with the materials for this work, in having been the instruments of conveying to this country, an account of so important an epoch in the history of the Esquimaux people. Thus it is written in the chronicles before us, that there was in the possession of *Ooblooraiak*, a certain utensil, which after great labour and trouble, he had manufactured from the horn of a musk ox, and from which it was his custom to recreate himself with copious draughts of seal's blood, or in default of that refreshing and gratifying beverage, with water from the rivulet or from ice thawed over his lamp. That it was on or about the 8th March, 1830, according to the computation of the *Kabloonas*, that the said *Ooblooraiak* betook himself to a distance from his dwelling, to certain holes or cavities in the ice, then and there to kill certain seals and walruses for the support of his beloved wife *Ulunena*, and their chubby beautiful offspring, and to regale himself on his arrival at home, with a hearty potation of the blood of the aforesaid animals, from the cup made of the ox's horn. It further appears in the said chronicles, that *Ooblooraiak*, like the husbands in more civilized countries, possessed the fullest confidence in the integrity and decorous conduct of his beloved *Ulunena* during his absence, and consequently left her in possession of all his goods and chattels, amongst which, was comprised the valuable cup or basin, the worth of which to him was greater than its weight in silver or

gold, those metals being to him as mere pieces of shining dross, in comparison to the transparent and beautiful solidity of a circular piece of horn. Delicately indeed have the said chronicles hinted, that many European husbands have been most wofully deceived, in the estimate which they have formed of the integrity and decorous conduct of their wives, during their temporary absence from home, and therefore that it becometh not any *Kabloona* to bespatter with the mud of his censure the wife of *Ooblooraiak*, for any little wandering, which she may have committed from the straight forward road of duty, whilst her husband was sealing the fate of a seal, for the gratification of her blubbery appetite. It is the custom of the *Kabloona* wives on the commission of any particular peccadillo to ascribe it to the irresistible temptation of a certain individual who holds his court in Pandemonium, considering that as their amiable and virtuous progenitor Eve, could not withstand the seductive and fascinating powers of that finished gentleman, it ought not in charity to be attributed to them as a crime, if at any time they yielded to an over-powering temptation, which might be designedly or accidentally thrown in their way. Unfortunately however for *Ulukena* she could not shelter herself under the wings of so accommodating a personage for any transgression which she might commit, for she had never heard of his existence, and we sincerely hope that her ignorance will be everlasting. But that *Ulukena* was tempted—and irresistibly tempted—the chronicles distinctly relate, but by what witch, imp, fiend or devil, there is no record existing to tell. She had just fulfilled the pleasing occupation of the mother, in having satiated the appetite of her children with a few pounds of seal's flesh, and had plentifully lubricated their throats with a corresponding quantity of the best rancid oil, when *our* devil (for no other person could have been guilty of such a wicked act,) must either by land or by water, (the chronicles are certain he did not come from above,) have found his way to the hut of *Ulukena*, and there infused his tempting spirit into her hitherto pure and sinless heart: she looked at the basin of the ox's horn—but why did it at this time so particularly attract her attention? she had frequently and daily looked

at it, and saw in it no more than the specimen of her dear husband's ingenuity, and the favourite utensil from which he quaffed his invigorating potations of the sanguineous fluid of the seal—She looked at the basin again, (the devil himself or one of his imps, must have been at her elbow,) What! she exclaimed (we have translated this monologue literally from the original before us,) what? if I were to take the basin to the *Kabloonas*? what might I not obtain for it?—some hooks? some needles! and Oh! perchance—a looking glass?—there was happiness—there was rapture in the very thought—to behold daily and hourly her own beautiful countenance, her black and streaming hair, in all its wild and matted confusion—to be able to adjust her *Togluga* (band for the hair,) with becoming grace, and to see that her hood was not put on awry; what was the worth of an insignificant basin of horn, in comparison to such inestimable advantages? Her husband might make another basin, but was the opportunity to be lost of obtaining possession of so valuable an article as a looking glass, for the *Kabloonas* might never visit their coasts again; thus like many other daughters of Eve, who are about to commit an act which their conscience disproves, she argued herself into a clear imputation of all crime in the disposal of the basin, and making a confidant of *Kak-kaakenu*, they set forward to the vessel with the devoted article, but great and grievous was the mortification of *Ulunena*, when instead of the much wished for mirror, she received only four needles and two fish-hooks.

The sun had just shown his upper limb above the horizon, when *Ooblooraiak* was seen crawling into his hut, dragging after him a ponderous seal, from the posterior part of which he anticipated a sumptuous feast of some broiled cutlets, and an invigorating draught of its serous blood, but in order to obtain the latter, it was necessary that the animal should be immediately anatomized, or the blood might be so coagulated, as to render it unpotable. Into the throat of the animal, *Ooblooraiak* plunged his knife—*Ossarsaree mikkee*,* exclaimed *Ooblooraiak*, give me the

* The literal signification of these words, is "Beloved Bitch," it is however an expression of great endearment amongst the Esquimaux, and should a love-sick swain amongst them, ever attempt

basin. The blood was flowing on the ground, and *Ulunena* brought not the basin. The basin! repeated *Ooblooraiak*, in the most authoritative tone;—*Kab—Kab—Kabloona*, stammered *Ulunena*, and looked as pale, as a smutty smoked Esquimaux could look—*Ooblooraiak* sprang from the ground, the bloody knife in his hand, and with a stentorian voice roared out, *Nuk-huckpoowuknutchek!** It was a sound at which *Ulunena* shook with terror, and had she been educated at an English boarding school, where the pupils are taught how to faint with grace and elegance, there is little doubt but that she would have displayed some of the evolutions, circumvolutions, and revolutions which are practised on those occasions; nor, as the novelists have it, could she apply her handkerchief (not having one) to her eyes, and rush out of the hut *con strepito*—but she did what every other Esquimaux woman would have done on such a terrific occasion, when her husband stood before her with a bloody knife in his hand, and his utterance choaked with rage, she threw herself on her knees, not for the purpose of imploring the pardon of her offended husband, but as being the posture most convenient and proper to enable her to crawl out of the hut, and seek a refuge in the hut of *Kakkaakenu*, her coadjutor and accomplice in the atrocious act. *Tookoopoke! Tookoopoke!*† now sounded through the whole village; like rabbits when hunted out of their holes by the ferrets, from the opening of every hut were seen crawling the inmates, to learn the cause of the dreadful commotion.

to indite an epistle to his *Inamorata*, this would appear at the commencement as synonymous with our, "My dearest life," or "My darling love."

* This word is decidedly untranslatable; but, by a subjoined note we are informed, that it contains the essence of all the curses of Erzulphus, and the quintessence of all the anathematizing curses of the Roman Catholic Church. The G-----me of the English, the F-----r of the French, and the S-----t of the Germans, are in comparison to it, epithets of mildness.

† The Greeks had no word in their language for parricide, as it was a crime they did not suppose a human being could commit; on the same principle, the Esquimaux have no word in their language for murder, it being a crime unknown amongst them. The signification of *Tookoopoke* is "kill he does," as in their language, the auxiliary verb always follows the active, and the verb follows the noun, as *Kaklakpoke*, "knot he ties," *Kakleekpoke*, "breccches, he puts on his."

Ooblooraiak appeared, and as well as his rage would permit him, he made known to the assembled tribe the heinous crime which his "beloved bitch" had performed, and another proof was now given in addition to the many thousands that are recorded in every page of history, that let the guilt of an individual be ever so great, there will be found some, who will attempt to palliate it, and in some instances to exonerate the reputed criminal altogether. It is however, in some respects, not with the Esquimaux as it is with the *Kabloonas*; with the former the delinquent had every one of her own sex to espouse her cause, they saw in her transgression, nothing more than what every one of them would have done under similar circumstances of strong temptation; and without the light of christianity to guide them on their way, or the power of education to influence their actions, they, from a natural bias, looked with an eye of indulgence and forbearance on the fault, which their fellow woman had committed, and resolved to rescue the delinquent from the vengeance of her infuriated husband. With the *Kabloonas* on the contrary, small indeed is the mercy which is shown by a female to a fallen one of her own sex, and if she has stepped aside from the path of virtue in one particular direction, the damned sinner might as well look for mercy from the fiends of hell, as the female culprit from her sister woman. With the consciousness that the same crime cannot be imputed to herself, for the best of all reasons perhaps, that her virtue has never been tempted, nor her heart been ignited by the fire of an ardent love, she assumes to herself the character of the spotless saint, and thinks herself entitled on every occasion, to splutter forth the effusions of her indignation and contempt for the individual, who, after all, has only shown herself in obedience to the laws of nature and her God.

The Esquimaux is the child of nature, the European the mechanical subject of education and civilization, and we require not at the present day, the eloquence of Jean Jaques to show us the relative superiority of the two characters when taken in the abstract, and wider as the circle of a man's experience extends in the world, the former will be his conviction, that in proportion

as an individual departs from the course pointed out to him by nature, and allows himself to be governed by the forms and ceremonies of civilized life, the more he is to be feared and suspected, and to be treated, as if with the acquired knowledge of those ceremonies, he had also become habituated to all the vices which disfigure the human character. It was the influence of this principle that impelled the crabbed cynic Diogenes to strip the cock of its plumes, and turning him loose into the academia exclaimed, 'Behold the man of civilization!'

Whilst thus descanting on the relative advantages of nature and education, the hubbub of war has been sounding in the Esquimaux village, and happy will posterity deem itself, that a faithful chronicler has been found, to record the various exploits which were then achieved, the singular instances of generalship performed by the combatants, and lastly the peace that was affected by the all conquering power of female persuasion. Singular indeed would it have been if the latter event had not taken place, considering that *Ulunena* had succeeded in enlisting every female of the tribe in her behalf, and they, in addition, holding a considerable number of the male population under their dominion, for let it not be thought that such a weighty difference exists in the domestic relations of an Esquimaux and a European, that the character of a henpecked husband is not to be found amongst them, for as Adam was the first person who appeared in that character in the theatre of this world, it is not to be wondered at that a number of people, have been ever since most anxious to follow in his steps, and to show themselves as willing and able as he was to enact the character, to the very life, in all its shades and diversities. It was indeed confessed that on the present occasion the Esquimaux women assumed a power, which did not belong to them, but that is by no means a circumstance of any very great rarity, either in the vicinity of Felix Harbour or on the banks of the Thames, for instead of allowing their husbands to interfere personally in the business, they placed themselves at the entrance of their huts, and prevented their egress, considering that there was already a sufficiency without, to bring the matter to an amicable issue, and that were the number to

be increased, the greater would be the risk of the war being extended to an indefinite term, and the harmony of the settlement destroyed for ever. To say that any action of consequence was ever committed without a woman being remotely or immediately connected with it, were to give our enemies an indisputable proof in their hands, that we know nothing either of woman or the world in which she moves. *Who is she?* said the Schah of Persia to one of his attendants, who brought him the intelligence of the death of one of his subjects, who had his brains knocked out by falling from a scaffold.—Go and inquire, said the Schah, *Who is she?* The messenger returned, and informed the Schah, that he had made the necessary inquiries and had learned, that the man overbalanced himself and fell from the scaffold—*Who is she?* vociferated the Schah, bring me instant intelligence, or the bastinado is your lot.—The messenger resumed his inquiries, and on his return to the Schah informed him, that he had ascertained that one of the most beautiful women of his harem was passing by, and the man in attempting to obtain a glimpse of her, overbalanced himself and fell. I knew it, said the Schah, there never was a circumstance of any consequence that ever took place, in which a woman was not in some degree concerned. It appears that this principle acts with equal force in the vicinity of Felix Harbour, as at the court of Ispahan, and although daily experience proves to us that a woman is often the fomentor of broils and quarrels, yet, that on the other hand, she is the most successful peacemaker that can be selected, except in cases of jealousy or infidelity, in which she is a person as fit and proper to be chosen a pacificator, as a tigress in the settling of a dispute between two lambs. The loss of the basin was undoubtedly one of a serious and mortifying nature; it was looked upon as a kind of heir loom in the family, and more than all, from what utensil was the invigorating draught of the seal's blood henceforth to be taken?—these were circumstances undoubtedly calculated to raise the asperity of a more cold blooded being than an Esquimaux, but then on the other hand, was nothing gained, as a son of Erin would say, by the loss of the basin? the season for salmon fish-

ing was fast approaching; was the acquisition of a dozen of fish-hooks to be regarded as a trifle, when perhaps fifty times the value of a basin of horn might be obtained, and their stow-holes filled with fish as an absolute safeguard from all future want? And then, were there not a dozen seal's skins lying uselessly in a corner of the hut for the want of the materials and instruments to convert them into clothing for the ensuing winter? and now that the said materials and instruments had been obtained by the address and activity of the affectionate spouse of *Ooblooraiak*, was it to be visited upon her as a crime, and punishment to be inflicted upon her, as if she had committed an act which compromised the character or happiness of her husband and family? These were arguments, which *Ooblooraiak* himself could not controvert, he looked at the hooks, and in imagination he saw the number of salmon dragged by them from their native element into his stow-hole; he looked at the needles, and *Uluena* declared that she should now be able to manufacture for him one of the best suits of clothing, that had ever hung on his back, since they had become man and wife; he laid down the vengeful knife on the snow, his nose and that of "his beloved bitch" were heartily rubbed against each other, and *Tiggeetago* arriving at that opportune moment with a fine seal, the throat was cut, and catching the ruby liquor in the palms of their hands, for want of a horn basin, they drank oblivion to the past, and permanent concord for the future.

Whilst these eventful circumstances were passing in the village of the Esquimaux, no great difference was observable in the daily occupations of the *Kabloonas* on board the *Victory*. Their life was a dull, uniform state of monotony, with very little to enliven it, and that little dealt out with a sparing and niggardly hand. It is not to be wondered at if ill humour and discontent now and then exhibited themselves, especially as it was well known that Capt. Ross and Commander Ross in many points were unfriendly towards each other, and that their views and aims, their opinions and plans did not in the least harmonize together. As the active efficient officer, the weight of the expedition was upon the shoulders of Commander Ross; the responsibility of

it upon those of Capt. Ross; the judgement and science of the one was to be put into the scale with the negative ability of the other, and that, which the former accomplished was acceded to the latter, as the avowed and acknowledged commander of the expedition. We shall have occasion in a subsequent part of this work to dilate upon this want of concord which existed between Capt. Ross and his nephew, and we shall be able to shew in contradiction of the evidence which was given before the Committee of the House of Commons, (which we hesitate not to stigmatize as one of the most finished humbugs which the Sessions of 1834 can exhibit, and that is indeed not saying a little,) that the uncle and nephew were never for one month together on good terms with each other, the one taking to the sulks in one corner of the cabin, and the other following his example in an opposite one—one due north, the other due south, and approaching each other occasionally, that is, about half way—south west and north west, but very seldom coming into that situation, that they might be said to be at the same point together.

When the celebrated Mr. Brindley undertook the cutting of the canals for the Duke of Bridgewater, he was denounced as a great simpleton, and there were many, who laughed at him for wasting his time, and the money of his patriotic employer, in such a useless undertaking; the result has proved that they were the fools who laughed, and not they, who were laughed at. This little exordium is very prudently brought in, to convince those who take upon themselves presumptuously to laugh at the canal which Capt. Ross projected from the Victory to the main land, for although it may appear in their eyes as a ridiculous undertaking, it was not considered so by himself, no more than the cutting of the Bridgewater canal was by Mr. Brindley. The crew regularly performed the duty, that is, if the frost would allow them, of strewing the canal with gravel, to obtain which, was like digging the lava from the crater of Mount Etna, although not exactly quite so hot a job, but it very often happened, that the labor of the day was not visible on the morrow, for during the night, the water rushing in through the fissures of the ice, laid

the canal in a state of submersion, and both the gravel and the labor were lost. It is however not unworthy the consideration of those, who wish to increase their stock of knowledge of the extraordinary shades and diversities, which distinguish the character of man, and by which he becomes invested with the claim of being placed in the rank of human beings, as a sage, or a fool; we repeat it, that it is worthy the serious reflection of every one, who is in the least interested in the affairs of the great family of mankind, that it is possible, in despite of all that the Stagyrte has said upon the subject, for two men to accomplish the same design by measures in themselves directly opposite and contradictory. Mr. Brindley accomplished his canal by taking the gravel away; Capt. Ross accomplished his by bringing gravel to it; the former obtained a princely fortune for his employer, the latter lost his own, and also a good portion of his employer's. Nevertheless, there is scarcely an evil in this world, but what has its attendant good, for although the canal which was projected by Capt. Ross, brought not any emolument to himself, nor to those who were employed in the undertaking, yet it had this good effect, that it invalidated one of the principles of Miss Martineau's political economy, which states that the value of an article is to be determined by the labor which has been bestowed in the production of it. Great and incessant was the labor bestowed by the crew of the Victory in the construction of the canal in Felix Harbour, and therefore according to the principle of Miss Martineau, the value of the canal ought to be great in proportion. It so happened however that the canal turned out to be good for nothing, and therefore it is expected that in the next edition of Miss Martineau's work, on the authority of Capt. Ross, and with the advice and concurrence of my Lord Brougham and Vaux, an alteration in her opinions will appear, and that she will quote the apposite case of the canal in Felix Harbour, to prove scientifically, philosophically, and economically, that Adam Smith, Mr. McCulloch, and herself, have all been in the wrong, when they promulgated the hypothesis, that the worth of Capt. Ross' canal was to be estimated according to the labor which was bestowed upon it.

Commander Ross now prosecuted his researches into the country with redoubled ardour, his motives being two-fold, the pursuit of his scientific researches, and the attainment of a correct knowledge of the position of the adjoining seas, in order that on the breaking up of the ice, they might direct their course to that quarter, where success was most likely to be obtained.

In the cases of the *Hecla* and *Fury*, their emancipation did not take place at the soonest until the month of June, the crew of the *Victory* had therefore still three or four months to look forward to, before they could be expected to make any progress, and even then considerable doubts had arisen in the minds of some of the officers, whether they were not really at the end of their destination, as far as their present position was concerned. From various observations, which Commander Ross had made during his excursions, his hopes were by no means so sanguine of the existence of an open sea to the westward, as he had originally entertained, and were the expedition to be closed under the present circumstances, they had nothing to look for on their return but ridicule and disgrace. On this subject many were the disputes, which took place between the Captain and the Commander; the former arguing from probability, the latter from personal knowledge. The former considered that from every calculation that he had made, whilst seated in his arm-chair in the cabin, and regaling himself with a potation of Booth's best cordial, that it was most probable that an open sea did exist to the westward; he had it is true, the testimony of several of the natives to nullify that probability, but then he called in another probability to his aid, which was, that the natives either did not understand what he meant, or that he did not understand what the natives meant. He certainly could not argue from any knowledge acquired by his own experience, for he considered the ship to be his proper station, and that were he to absent himself for any length of time from it, a relaxation in the discipline might take place, and some of his orders secretly infringed, which he had issued for the better government of the crew, who in some instances, had shown rather a refractory disposition, and a secret inclination to get to windward of him on every occasion

which presented itself. With Commander Ross, the ground on which he stood in their frequent disputes was of a much firmer and tenable nature—he rejected probabilities altogether, and relied solely upon the observations, which he had made in every quarter, and some of them at a great distance from the ship, not one of which had any tendency to give to the probability of his uncle the least semblance of truth. This was particularly confirmed on the 9th March, when Commander Ross accompanied by one man in a sledge, drawn by six dogs, set out on an expedition to some high land, which appeared to the southward, and from which, it was expected, that a correct view could be obtained of the surrounding country, and the extent of the islands, amidst which it was now evident that they were embayed. The prospect which spread itself before the eyes of Commander Ross, on his reaching the summit of the hills, was by no means of a flattering nature, as far as the object of the expedition was concerned, but in other respects, he was well repaid for his fatigue and trouble.

Leaving the sledge with the dogs, Commander Ross and his companion scrambled up the banks of a small stream, which ran with great impetuosity down the hill, foaming against the rocks which threatened to impede its course, and which in this deep solitude of nature, by its incessant noise, imparted an interest to the scene, which it would be difficult to describe. At a short distance the river turned almost at a right angle, where the channel appeared to be hollowed out through a solid rock of gneiss, and after falling about ten feet, at an angle of 20° , with vertical line, the water rushed along with an astonishing impetuosity into a basin nearly of a circular form, and about four hundred yards in diameter, but the outlet or continuance of the river could not be observed. It was however conjectured by Commander Ross, that the course of it was continued between the hills which bordered the horizon to the south west, but which from the peculiar circumstances in which he was placed, he was not able to explore. In this expedition, Commander Ross saw several rein deer, browsing on the banks of the stream, and though he did not succeed in killing any at that time, he determined to repair to the spot on a subsequent day, when he hoped

by the force of stratagem to bring the animals within the range of his shot.

Respecting however the principal object which he had in view, to ascertain the existence of an open sea, the knowledge which he obtained of the possibility of prosecuting the voyage to the westward was by no means satisfactory. To the north east, the water appeared to be more open, but then the whole presented such a fixed body of ice, as to frustrate every expectation of forcing a passage through it, and the experience of Commander Ross told him, that the ice was always firmer packed in the bays and inlets, than where the sea was open. The distance of the Victory from the strait of the Hecla and Fury was very small; The latitude and longitude of the wintering place of the former being $69^{\circ} 59'$ north and $92^{\circ} 2'$ west, whereas that of the latter, taking it at the northernmost point of Melville Peninsula was, latitude $69\frac{1}{2}^{\circ} 0'$ north and $88^{\circ} 0'$ west; thus the Victory was actually very nearly in the same latitude as the strait of the Hecla and Fury, and differing only four degrees in the longitude. In the expedition of 1821, Capt. Parry penetrated up the Strait between Cockburn Island and Melville Peninsula as far as $82^{\circ} 35'$ west and gave to it the name of the Strait of the Hecla and Fury; in the map however laid by Capt. Ross before the Committee of the House of Commons, he gives its utmost longitude as 88° , but on what authority is left wholly to conjecture. There must however be some gross mistake in the reports of Captns. Parry and Ross, for according to the former, the length of the Strait which is the width of Melville Peninsula is not more than sixty geographical miles, whereas according to the latter, taking it in the direction of E by S, it commences in longitude 80° west and its supposed termination is in 88° , making a difference of nearly three hundred miles between the calculation of Captns. Parry and Ross. The general result of all the arctic voyages has been, that they have distinctly pointed out the route by which the North West Passage cannot be discovered, Capt. Parry proved the total inutilty of any further attempt up Hudson's Strait, and along the eastern coast of America up Fox Channel, the navigation of which, perhaps, is the most danger

ous, difficult and uncertain of any other of equal extent within the seas of the Arctic Regions. The chief cause of these difficulties is now sufficiently obvious, but it must be admitted that the position in which the Victory was placed both in her first and second winter harbour, was not one in which much information could be acquired by the force or direction of the currents, to which so much importance is attached in the navigation of unknown seas, and especially where their extreme termination is a disputed point. We know that our old navigators invariably found a strong current setting down the channel, called Rowe's Welcome, along the coast of America into Hudson's Bay, from thence through the Strait to the westward, carrying with it whole fields of ice, together with those immense masses known by the name of icebergs, conveying them along the coast of Labrador, across the banks of Newfoundland, and the tail of the Gulph Stream, and never quitting the American side of the Atlantic, although westerly gales of wind are almost as constant as the Gulph Stream, where then originates this perpetual motion of the sea to the southward? certainly not in Baffin's Bay, where no current was found to exist, nor in Hudson's Bay, into which it is poured down from the northward; nor in Lancaster Sound, where little or none was found; it can therefore only originate in some open sea to the westward, and this circumstance has been the great subject of speculation amongst navigators from the earliest period. The first discoverers seem to have been aware of the cause of the currents originating in a sea to the westward, and concluded that they flowed round the north east point of America, which they imagined was not so distant from Rowe's Welcome, and accordingly their endeavours were directed, but in vain, to discover that point. Capt. Parry ascertained the important fact that a perpetual current sets through the Strait, which divides the continent from a large island to the northward of it; so strong indeed, that it brings it out of the polar sea, and wedges into the strait, such immense fields of ice, as to render a passage through the strait utterly impossible; for no sooner does a disruption (sometimes of a square mile or more in extent) take place at the eastern entrance, than

its place is immediately supplied with an equal extent from the field to the westward.

The question then that naturally occurs, is, whence does the polar sea, surrounded as it is by land, receive a sufficient supply of water to provide for the perpetual discharge that takes place through the strait of the Fury and Hecla? It cannot be from the torrents of melted ice and snow in the sea and surrounding shores and islands, which a pleasing but not very profound French writer thought sufficient to explain the ebbing and flowing of the tides. Capt. Franklin saw no such torrents, indeed so small is the quantity of moisture in the atmosphere in high latitudes, that it scarcely ever rains—no snow fell at Melville Island during a whole winter, and the spiculæ which floated in the air, lay on the ground not more than a few inches; at Winter Island perhaps eight inches, not a third part of the quantity, which frequently falls in many parts of Great Britain, nor perhaps, a sixth of that on the continent; yet it would be absurd to suppose that the North Sea, or St. George's Channel was ever swelled by the melting of snow, neither can it be from the melting of ice in the polar sea, for that would diminish instead of increasing the bulk of water by the contraction of its dimensions when in a fluid state; we might just as well suppose that a piece of ice placed in a basin of water, would by melting cause the water to run over the edges. We might also ask why this melting of the ice produced a current *out* of the polar sea on one side of America and *into* it on the other? The current must therefore originate *out* of the limits of the Polar sea, and which is in a great measure proved to be the case, both by Capt. Parry and Capt. Ross.

It is a rational conclusion, that from the great quantities of drift wood found on the shores of the Aleutian Islands, generally the growth of more southern climates, from its abundance on both shores of America and Asia still higher up, and from so much of it being intermixed in the ice of Behring's Strait as to supply Captain Cook's ships with fire wood, that the Pacific flows *into* the polar sea through Behring's Strait; the fact has been corroborated by Kotzebue, who found a constant current setting up the strait at the rate of two or three miles an hour, that on the Asiatic

tic side after passing the strait turning round to the westward towards the north east cape, and that on the American side round Icy cape to the eastward. The same fact has been since experienced by two Russian corvettes, which found the current setting so strongly to the eastward, as to occasion some alarm lest they should not be able to return. Proceeding along the northern coast of America to Hearne's River, we have the testimony of Capt. Franklin, that the same kind of drift-wood was deposited on the western shores of jutting headlands from thence to Cape Turnagain, and from the testimony of the Esquimaux, that a considerable part of their supply of wood for sledges, boats, bows and other implements, is received from the western shore of Melville Peninsula behind Repulse Bay. These are unequivocal proofs of a current setting easterly from the pacific along the northern coast of America; but we are able to trace it still further into the Atlantic. Being impeded in its course in this *cul de sac* behind the isthmus of Melville Peninsula, it is necessarily turned to the northward along the western shore of the latter, still finding an outlet by the strait of the Hecla and Fury, it rushes through beneath the ice, with which the strait is hermetically sealed, at the rate of four miles an hour, carrying with it down Fox Channel, large fields, floes, and detached masses of ice to the southward, and making together with a flood tide of eighteen hours out of the twenty-four in the same direction, the navigation up that channel so hazardous and harassing as it was found by Capt. Parry, and which render all future attempts by the same route hopeless and therefore unadvisable. From Fox's Channel it sweeps along both sides of Southampton Island round Hudson's Bay, and through the strait down the coast of Labrador, and across the banks of Newfoundland into the Atlantic.

There are those who in the plenitude of their sagacity, have pretended to discover in the various expeditions that have been sent out by the English government for the discovery of the North West Passage, an obstinate and culpable adherence to an object, which has been declared unattainable, and which if attained would be useless for all the purposes of commerce,

these are the people who suppose that all merit consists in pounds, shillings and pence, to them the naval glory of the country is a mere bauble—the physical and moral knowledge of the globe a kind of will-with-the-wisp, which when obtained is not worth the trouble bestowed in the acquisition of it—the interests of science and humanity, mere paltry considerations and synonymous with folly and hypocrisy: but although we confess that those expeditions are vulnerable in some points, yet we trust that those who direct the energies of this mighty empire, will not be turned aside from the prosecution of scientific discoveries by the cavils and objections of empirical soi-disant philosophers, who attach no value to any pursuit but that in which themselves are immediately engaged. It is true that all human power has its limits, dominion frequently changes hands, and riches make to themselves wings and fly, but knowledge endureth for ever, and the names of Cook, Parry, Franklin and a host of others, who have contributed so amply to enlarge the sphere of knowledge, will shed a lustre on our naval history, and stimulate the youth of ages yet to come, to imitate their bright example.

It was the excursion, which Commander Ross took on the 9th March, which gave rise to those doubts in his mind respecting the probability of success in their great undertaking, which subsequent observations tended to confirm, and which threw the sickly hue of disappointment over his future operations. It was the opinion of Capt. Parry, that the great difficulty lay on the eastern side of the strait of the Hecla and Fury, and that could he succeed in forcing his way through it, a clear passage then existed for him to the westward. The observations of Commander Ross however tended to disprove this opinion of Capt. Parry, for the winter harbour of the Victory in 1830 was only four degrees to the westward of the strait of the Hecla and Fury, and yet the supposed sea of Capt Parry was not found to be in existence, in fact, there is good reason to believe that the strait so called, was nothing more than an inlet or bay between Melville Peninsula, and the land which was called Cockburn Island, although it was never proved to be such by any mariner having

circumnavigated it. The opinion was strongly impressed upon the mind of Commander Ross that the Victory was in a very critical situation, and he hesitated not to express that opinion to Capt. Ross in the most unqualified terms. His arguments were however always met by a counter opinion, that no substantial grounds existed for such discouraging notions, and that as no responsibility whatever rested upon his shoulders, it would become him better to attend more immediately to the departments specially entrusted to his care, and leave the management of the expedition to those to whom it was entrusted. In fact the evidence before the committee of the House of Commons distinctly shows that a difference of opinion existed between Capt. Ross and Commander Ross on some very essential points, and in which the former was not competent to give his opinion at all. The following is one of the many proofs that can be adduced.

The 170th question to Capt. Ross is, Do you conceive you have ascertained the fact, that there is no practical communication between the Atlantic and Pacific Ocean? Positively to the southward of the seventy-fourth degree.

You do not mean to express an opinion decidedly that it is impossible there should be a communication discovered further north? Certainly not.

You still think it is possible there may be a practical communication? I think it possible, *but not very probable.*

On this subject Commander Ross is asked, You do not think the voyage has furnished any conclusion against the existence of a north west passage? No, *it has made it still more certain than it was before, that a North West Passage must exist.*

Upon what observations made in the last voyage, do you ground that opinion? From the additional portion of the outline of the continent of America explored upon this occasion on the northern coast of America, and the western coast of Boothia.

Do you believe that it would be practicable to go through that North Western Passage? There is no question, that it would be much more easy, now that we are acquainted with the nature of the formation of the continent of America.

The following difference of opinion is however still more

striking, and the answer of Commander Ross is well deserving of attention, as it is strongly indicative of the inimical disposition of his mind towards his uncle, at the same time that it is corroborative of our previous statement respecting that want of friendly feeling, which ought naturally and professionally to have existed between them.

Capt. Ross is asked, Did you observe the difference in the altitude of the two seas, east and west of Boothia Felix? Yes.

Do you draw any conclusion from that difference of altitude which bears on the subject of the North West Passage? I consider it to be negative.

You consider it a presumption? Yes, a presumption that there is no such passage, but not a proof.

What was the difference? *The difference is thirteen feet.*

Upon the supposition that the land is continuous, northward from the seventy-fourth degree to the pole, should you expect to find that difference of altitude in the seas? I should certainly from the rotative motion of the earth.

On this subject Commander Ross is asked, Are you aware of the fact, that the two seas, right and left of the isthmus which unites Boothia with the continent of America, are of different altitude? *No, I am not, nor had we the means of ascertaining the fact with accuracy.* It would take at least two or three months to ascertain it with the accuracy such an observation would require.

You have no reason to suppose such a thing? *None whatever; no, I never heard of it till this moment.*

Has Capt. Ross never told you that he had ascertained that to be the fact? Capt. Ross may have made observations which have satisfied his own mind, *but I doubt whether he can have made observations that would satisfy the minds of those, who may investigate the matter.*

There is an imputation, accompanied with a sneer in the last answer, which must have been rather mortifying to Capt. Ross, but it is by no means a solitary instance in which a latent disposition exhibits itself, on the part of Commander Ross, to depreciate the observations, which Capt. Ross reports to have been

made by himself, and which certainly could not have been made under the circumstances in which Capt. Ross was at the time. We give him some credit for the dexterous manner in which he parried some of the questions that were put to him by the members of the committee, and which if answered in a direct, straightforward manner, would have proved on whose brow the laurels were to be placed, and at the same time, that that brow was not his own.

On the same day that Commander Ross took the excursion, which has been already described, the purser and the surgeon, set out on an expedition to the huts of the Esquimaux, which were situate to the south east. On their way thither, they killed a bird, called the white-winger scraber, but the common name of which is the black guilemot. The body was entirely black, with the exception of a white spot on the wing, which is a distinguishing mark of the bird in all its ages. The bill is black, and the legs and feet are crimson. It generally lays two eggs, about the size of a pullet's, of a dirty white with black spots. It makes its nest in the holes, which are found in the fragments of the rocks on the shore. The measurement of the bird is generally about twelve inches in length, and from nineteen to twenty in breadth. The plumage of the young birds is varied black and white, but the legs and feet are dusky, instead of the crimson colour which distinguishes the older birds. The bird is sometimes killed in the Shetland Islands, but its chief habitation may be considered to be Baffin's Bay, and the surrounding inlets.

During the excursion of Commander Ross, he made some observations respecting the geology of the country, but they did not agree with those, which were made by Mr. Thoms and Mr. McDiarmid, although the direction in which they respectively bent their course, was not at so great a distance from each other, as to give rise to the conjecture that any great difference could be found in the formation of the rocks or the inclination of the strata. According to Commander Ross the general outline of the interior and a considerable portion of the north

and east coast, bespoke the existence of primary rocks, the hills rising to an average of 700 feet, and presenting acute summits, declining by sharp prolonged ridges. A table land would scarcely be to be expected, in a country where the summits of the hills are for the greater part of the year, exposed to the most intense frost, and where, in consequence, they must assume that acute and jagged form, which generally characterise the hills of the Arctic Regions. The granite possesses the character of that substance, as it is found forming mountain masses, and therefore it is not improbable that this rock forms a portion at least of the country.

The observations of Mr. Thoms and Mr. McDiarmid went to show that the cliffs appeared, wherever they were exposed, to present an appearance of stratification. The specimen they produced seemed almost entirely limited to gneiss, a circumstance to be expected from the stratified appearance already mentioned. It is probable that some members of the trap family exist, although it is impossible to determine under what form, as a solitary specimen only was found, being a very compact and fine grained greenstone, of a somewhat porphyritic character. On the whole the researches of the respective officers did not throw any great light on the geological nature of the country, and the specimens of the granite, which we have in our possession, do not differ much excepting in the colour, from the granite found in the vicinity of Aberdeen, the polar granite being of an orange colour, that of Scotland of a dusky white.

Mr. Thoms and Mr. McDiarmid having extended their excursion too far, were benighted on their way home, and it was not without some difficulty that they reached the vessel; nor would this have been so easily accomplished had not some blue lights been fired off at intervals, and guns fired every five minutes from the ship, as a guide to the travellers to direct them on their way. They were two hours and fifty minutes rambling they knew not whither, and but for the report of the guns, which in that climate is heard at a great distance, it is not improbable but that they would have had to pass the night under the lee of a

mound of ice, with perhaps a bear as their companion, and the howling of the wolves to convince them that they were not the only animated beings in that desolate part of the country.

The vessel was on this day visited by two women, one man, and two children, bringing with them for sale some shoes, the skin of a young seal, and some dried trout. The articles were all purchased by Capt. Ross, and the latter formed for some time no unsubstantial appendage to his breakfast table, although, it must be acknowledged that the appetite must be of a very peculiar kind that could accommodate itself to be satisfied with viands prepared by hands, which may literally be said to be encrusted with the dirt, which has clung to them from their infancy, and by people, with whom even the slightest degree of cleanliness is never known.

It was however a discovery which Capt. Ross had made long before he was visited by the Esquimaux, in Victory Harbour, that every thing has an inside and an outside. The interior of an egg cannot be defiled, even if the egg itself passes through the filthiest hands, and analogically arguing, Capt. Ross satisfied himself with the thought, that although some very unpleasant associations might accompany the exterior of the trout, it did not follow that those same associations extended to the interior. He also considered his own person as a very substantial prop to the soundness of that argument, for on looking at it from any of the two and thirty points of the compass, it does not present the most pleasing and prepossessing exterior, but then, when we consider the interior, we find much to approve of and esteem, for if the mind be the standard of the man, no one will deny that Capt. Ross stands high in the scale. We write from the information of others, not from any extensive personal knowledge; our authorities are in existence, and can be appealed to for the veracity of our statements, but if at any time, we have cracked the satiric thong too smartly, it has been done more in pity than in anger, that an individual who, in many respects, possesses a great and noble mind, should in some instances have shown himself the slave to certain passions, which are the distinguishing traits of the mean and the ignoble one.

The following sketch will perhaps fully illustrate our remarks respecting the cleanliness of the Esquimaux, and the exquisite flavour which the trout or any other viand must in consequence receive, on passing through such delicate hands. It was on the 9th of March, that for four fish-hooks Capt. Ross purchased four dainty trout, and on the morning of the 10th, we are acquainted with those, who saw him regaling himself at his breakfast table, with a few slices out of the back of the finest of the trout, with the same epicurean relish, as if they had been some slices of a kipper cured on the banks of the Dee, in his own beloved fatherland. He had scarcely finished his morning repast, and had taken his accustomed station on the quarter deck, when the same party who had cured the trout, were observed approaching the ship. They had two seals with them, which were immediately flayed, and some fine cutlets being cut off the rump of one of them, they were put into the oven to be baked as a luncheon for the visitors, on the average of about four pounds for each individual. Amongst the natives was one man, who although he might have had given to him by nature, "the human countenance divine," yet he had so disfigured and besmeared it with blood and blubber, that no one feature was to be distinguished from the other. His face resembled that of a prize fighter, who had been standing for about two hours to have his countenance altered, but he was given to understand that certain materials would be provided him, wherewith he could divest his face of the filth with which it was covered—*nakka! nakka!* (no! no!) he exclaimed, but holding his face and hands out to the steward, he cried *alloopa! alloopa!* (lick them! lick them!) *nakka! nakka!* said the steward in his turn, shaking his head, at which the native expressed some surprise, and finding that the steward would not accept of his kind invitation, he began to lick his hands like a cat or a dog would its paws, after having immersed them in a dirty kennel. But then the great question arose, in what manner was the face to be licked clean? the operation could not be performed by himself, and therefore turning to his wife he cried *alloopa! alloopa!* and without any hesitation or repugnance, she most tenderly and affectionately began at the forehead

and no cat could lick its kitten, no bear its cub, with greater assiduity and attention. By degrees the face began to assume its natural features, and in the space of a quarter of an hour, not a vestige of the blood and blubber was to be seen. The operation was performed in such a masterly manner, that it was evident that the good wife was an adept in the art of licking, and according to some observations which were subsequently made, it was ascertained, that it was the method adopted by these uncivilized people in the cleaning of their own hands, whilst the duty was performed by others in the cleaning of their faces.

Whilst this singular scene was enacting between *Meviah* and his dutiful and obedient spouse, a not less singular one was performing by their children on the bodies of the seals, which had been just skinned, and on which the blood was as yet pure and fresh. The carcasses were lying on the deck, preparatory to being cut up for the dogs, when the children attracted by the inviting smell of the blood, squatted themselves down by the animals, and with a zest equal to that, which Quin evinced whilst regaling upon a John Dory swimming in his sauce *piquante*, they licked with all their natural greediness, the blood from the carcasses, and no dog could have licked his trencher cleaner, than these human brutes did the bodies of the seals. It was however a discovery not very gratifying to the refined and delicate feelings of the consumers of the trout, however tempting and inviting they might appear on the breakfast table, when the knowledge was conveyed to them of the manner in which the trout were cured, or more properly speaking of the process which the fish underwent preparatory to their being dried. We know there is a particular substance used in the curing of the Finden haddock, which imparts to it that exquisite flavour which renders it such a delectable *bonne bouche* on the scotch breakfast table, and as long as any information on that subject might have a tendency to deprive our northern friends of the enjoyment of a good breakfast, it would be an act of spite and ill-nature in us, to deprive them of their happy ignorance. But let us trace the history of the trout, previously to its appearance on the table of Capt. Ross. We cannot tell whether

the last edition of Mrs. Glasse has reached the cooks of the Esquimaux, but they certainly follow her instructions in one important point, which is, that before they begin to dress or cure the fish—they first proceed to catch it; which having accomplished, they rip up the belly, making an exquisite fry, or perchance a *ragout* of the entrails, and then the next step is to divest it of the blood, which abounds along the back bone, and which if suffered to remain would impart rather a stinking flavour to the commodity. Who that has watched the motions of a Billingsgate fishmonger, scraping the coagulated blood of the salmon from the back bone with his knife, but deplores the excessive labour to which he is obliged to subject himself, as well as the horrible wound that is inflicted on the ear, by the vile inharmonious grating of the knife as it passes in rapid succession along the vertebræ of the back. The Esquimaux however have a more easy, and certainly a more economical method of despoiling the fish of its clotted blood, and in many instances, as the present will show, the political economists of these enlightened times, would do well in the establishment of their visionary theories, to take a lesson from the actions of men in uncivilized life, and pay less attention to those, which distinguish him as the child of education and of culture.

We have supposed the fish under the hands of *Meviak*, to have been properly gutted, when seeing two of his thriving offspring watching with greedy eyes the broiling of some seal cutlets, he exclaimed *Keeleekarree Eerninya!* ("come here, my sons,") not doubting that their father had reserved a tit-bit for them, they hastened towards him, when pointing to the interior of the fish besmeared and bedaubed with blood, he said, *allooktoke aoonak* ("lick blood, you do,") and voraciously indeed did the little urchins proceed to obey the injunctions of their parents, to their own great delight and gratification. To say that the Billingsgate fishmonger, with his nasty scrubbing brush could have accomplished the cleansing of the fish with equal dexterity and despatch, were unjustly and illiberally to deprive the sons of *Meviak* of their due portion of merit, for the neat and perfect manner in which they licked the fish from the jowl

to the tail, carefully inserting their tongue into every little hole or cavity in which a clot of blood had secreted itself. *Nappa-woke*, (well it is,) said *Meviak*, and the children returned to watch the dressing of the cutlets. Delightfully clean was now the interior of the fish, tempting and inviting even to the most fastidious taste. In a corner of the hut stood a utensil made of neither wood, iron, delf nor porcelain, nor gold, nor silver, tin, copper nor brass, but of a block of granite, which nature in one of her frolicsome moods had scooped out in the form of a basin; this utensil was the family receptacle of the oil extracted at various times from the walruses, and the seals, and perchance from some unfortunate whale, who preferred being cut up in his native country, to being conveyed in the hold of a ship, to the country of the *Kabloonas*. From this utensil the thirst of the inmates of the hut was frequently satisfied; from it the lamp which illuminated their dwelling was daily fed; the cutlets swam in it, as one of the most delicious sauces which the culinary powers of the Udes, or the Glasses, or the Rundells of this country could produce, and the more powerful and pungent its stench and fetor, the greater is the avidity with which it is consumed. *Meviak* approached this utensil, and plunging the fish, we were going to say over head and ears, but the Esquimaux trout being deprived from their birth of the latter organ, we will not expose our ignorance of that fact, and therefore we will adhere to the truth, by affirming that *Meviak* plunged the fish over head and tail in the unctuous mass, leaving it there for the space of six *seniks*, to be well soaked and saturated with the rancid liquid. At the expiration of the said six *seniks* the fish was dragged from its oily habitation, and being suspended by its jowl from the top of the hut, was left in the full and undisturbed enjoyment of all the smoke, stench and other effluvia, which are the universal concomitants of an Esquimaux dwelling, and which in the end impart to the fish that exquisite flavour which is so gratifying to the taste of the Esquimaux epicures.

We are very prone to think that that, which we like ourselves, must also be liked by others; it is however a national pecu-

liarity; the Italian stares with wonder if a person expresses his dislike to Macaroni, the German cannot be brought to believe that any one can turn away with disgust from a dish of Sauerkraut, the Spaniard cannot conceive that any dislike can be entertained to olive oil and garlick, and a Frenchman would think himself entitled to call into question the taste of that individual, who might be so rude as to turn up his nose at a decoction of onions and frogs. Can it then be imputed as a fault, or even as an error of judgement in *Meviak*, when he came to the conclusion that as the trout, or trouts which hung dangling over his head, were undoubtedly the greatest dainty which his hut afforded, they could not fail to be considered also as such by the great and powerful *Kabloona*, who appeared to possess the greatest authority in the huge and vast machine, which had by some means, wholly wonderful to him, found its way to his country. The thought was by no means an unhappy one on the part of *Meviak*, and therefore without any further loss of time he proceeded to dislodge the trouts from their smoky position, and he was rejoiced to find that they were in prime condition, the oil well absorbed and penetrated into every part—the original colour wholly lost, and approaching nearly to a black, and the odour very much resembling that which a fish ought to have, which had been absent from its native element for the period of about six months, and exposed during that time, to as vile a combination of effluvia as ever surrounded the pendent body of a trout.

Nevertheless *Meviak* repaired to the Victory with his piscatory dainties, and as the last stage of its eventful existence, (if the solecism be allowed,) we have described it as forming a conspicuous object on the breakfast table of Capt. Ross, but let the wiseacres of this world say what they will, there is frequently a happiness in ignorance, which all the wisdom of the ancients and the moderns cannot give us. Had Capt. Ross witnessed the process of purifying the fish from the clotted blood, had he been present at its immersion in the unctuous mass—had he daily and hourly observed it, suspended in an

atmosphere, pregnant with the most sickening effluvia, he would have exclaimed with the poet

Base viands

That do corrupt my wholesome blood and turn
The hue of health, to pale cadav'rous looks,
That with your tainted smell do pall the sense
And sicken th' appetite, I'll have none of ye.

The same Esquimaux that had brought the trout, returned on the following day, bringing with them *half* a bear's skin, and on being questioned as to what had become of the other half, they prevaricated for some time, and at last confessed that they had left it at their huts, thereby furnishing another proof that simple as these people might appear in their general habits, a degree of low cunning was amalgamated with their character, which is generally looked for in depraved and degenerate dispositions. On the other hand it may be said in extenuation of their conduct, that it was instilled into them by their transactions with the crew of the Victory, and the evident inclination that was shown to overreach them in their bargains, and to give them a poor equivalent for the articles which they brought for sale or barter. Thus they argued with themselves that it was most likely that two halves would fetch more than the whole, for if they brought the latter, they should only receive a few needles or fish-hooks, and they should receive the same for a half. It was to them a kind of separate transaction, and each to receive its separate reward or remuneration; they were however rather defeated in their expectations when they were told that the half of a skin was of little or no value, and that in fact they had spoilt the article altogether in having cut it in two. To this they answered, that although it was cut in two, an expert hand could so sew them together, that the division would not be perceptible. Notwithstanding these arguments and counter arguments, enforced on each side with all becoming gravity and importance, the Esquimaux discovered to their loss and discom-

future, that in the estimation of the *Kabloonas* two halves are not equal in value to the whole.

The white Bear, (the *ursus maritimus* of Linnæus,) may be considered as the largest and the most ferocious quadruped of the Arctic Regions. He finds an abode congenial to his hardy nature in those desolate fields of ice, which lock up the polar seas during a great part of the year. Prowling over the frozen wastes, he satiates his hunger on the marine animals, such as seals, who break through the ice to breathe the open air, or he plunges into the sea in pursuit of his prey. Possessing an astonishingly acute scent, great activity and strength, and equal cunning, he contrives to support existence in regions, where it might be thought that so large a quadruped must necessarily perish. Ever watchful, he ascends the hills of ice, called hummocks, to extend his range of observation over the wide plain, where a solitary seal may perhaps be resting, or to snuff the tainted air, by which he knows that some remains of a whale or a walrus, deserted by the fishermen of Europe, or the native Esquimaux, will afford him an ample feast. He doubtless often suffers long and extreme hunger, for the seal, which forms his chief subsistence, is as vigilant as the bear, and he is often carried out to sea upon some small island of ice, where he may remain for days without the possibility of procuring food. The polar bear has been seen floating in this way at a distance of two hundred miles from any land; swimming excellently, he however, often travels from one island to another, or visits the shore, where he commits fearful ravages. In Iceland, where these destructive animals land, the inhabitants immediately collect together to destroy them. Near the east coast of Greenland, they have been seen on the ice in such numbers, that they have been compared to flocks of sheep on a common.

The polar bear retreats from man, but when attacked he is a formidable enemy. His extraordinary sagacity is well known to the whale fishers, who find the greatest difficulty in entrapping him, although he fearlessly approaches their vessels. The following instance of its sagacity are curious.

A seal lying in the middle of a large piece of ice, with a hole

just before it, was marked out by a bear for its prey, and secured by the artifice of diving under the ice, and making its way to the hole by which the seal was prepared to retreat. The seal however observed its approach and plunged into the water, but the bear instantly sprang upon it, and appeared in about a minute afterwards with the seal in its mouth.

The captain of one of the whalers being anxious to procure a bear, without wounding the skin, made trial of the stratagem of laying the noose of a rope in the snow, and placing a piece of blubber upon it; a bear ranging the neighbouring ice, was soon enticed to the spot by the smell of the meat, he perceived the bait, approached and seized it in his mouth, but his foot at the same moment by a jerk of the rope, being entangled in the noose, he pushed it off with the adjoining paw, and deliberately retired. After having eaten the piece he carried away with him, he returned; the noose with another piece of blubber being then replaced, he pushed the rope aside, and again walked triumphantly off with the blubber. A third time the noose was laid; but excited to caution by the evident observation of the bear, the sailors buried the rope beneath the snow, and laid the bait in a deep hole dug in the centre. The bear once more approached, and the sailors were assured of their success, but bruin more sagacious than they expected, after snuffing about the place for a few minutes, scraped the snow away with his paw, threw the rope aside, and again escaped unhurt with his prize.

The female bear is as fierce in her hostility as the male; but nothing can exceed the affection which she feels for her young. The difficulty of procuring food for them, and the hardships to which they are exposed, no doubt call forth this quality. Some of the instances on record are as singular as they are affecting, the following is one of the most striking.

Early in the morning of the 10th March, the man at the bows gave notice, that three bears were making their way very fast over the ice, and directing their course towards the ship. They had probably been invited by the blubber of a walrus, which the men had set on fire, and which was burning on the ice at the time of their approach. They proved to be a she bear and her

two cubs, but the latter were nearly as large as the dam. They ran eagerly to the fire, and drew out from the flames part of the flesh of the walrus which remained unconsumed, and ate it voraciously. The crew from the ship threw great pieces of the flesh, which they had still left upon the ice, which the old bear carried away singly, laid every piece before her cubs, and dividing them gave each a share, reserving but a small portion to herself. As she was carrying away the last piece, they levelled their muskets at the cubs, and shot them both dead, and in her retreat, they wounded the dam, but not mortally.

It would have drawn tears of pity from any but unfeeling hearts, to have marked the affectionate concern manifested by this poor beast in the last moments of her expiring young. Though she was sorely wounded and could but just crawl to the place where they lay, she carried the lump of flesh she had fetched away, as she had done the others before, tore it in pieces, and laid it down before them, and when she saw they refused to eat, she laid her paws first upon one and then upon the other, and endeavoured to raise them up. All the while it was piteous to hear her moan. When she found she could not stir them, she went off, and when at some distance, looked back and moaned, and that not availing to entice them away, she returned and smelling around them began to lick their wounds. She went off a second time as before, and having crawled a few paces, looked again behind her, and for some time stood moaning. But still her cubs not rising to follow her she returned to them again, and with signs of inexpressible fondness, went round first one and then the other, pawing them and moaning: finding at last they were cold and lifeless, she raised her head towards the ship and growled her resentment at the murderers, which they returned with a volley of musket balls, she fell between her cubs and died licking their wounds.

A few years ago when one of the Davis' Strait whalers, was closely beset among the ice to the south west, or on the coast of Labrador, a bear that had for some time been near the ship at length became so bold as to approach alongside, probably tempted by the offal of the provision thrown overboard by the

cook. At this time the people were all at dinner, no one being required to keep the deck, in the then immoveable condition of the ship; a hardy fellow, who first looked out, perceiving the bear so near, imprudently jumped upon the ice, armed only with a handspike, with a view, it is supposed, of gaining all the honour of the exploit of securing so fierce a visitor by himself, but the bear regardless of such weapons, and sharpened probably by hunger, disarmed his antagonist and seizing him by the back with his powerful jaws, carried him off with such celerity that on his dismayed comrades rising from their meal and looking abroad, he was so far beyond their reach as to defy their pursuit.

A circumstance communicated by Capt. Munroe of the *Nep-
tune*, of rather a humourous nature as to the result, arose out of an equally imprudent attack made on a bear in the Greenland Fishery, by a seaman employed in one of the Hull whalers. The ship was moored to a piece of ice, on which at a considerable distance a large bear was observed prowling about for prey. One of the ship's company emboldened by an artificial courage, derived from the free use of rum, which in his economy he had stored for special occasions, undertook to pursue and attack the bear that was within view. Armed only with a whale lance, he resolutely and against all persuasion set out on his adventurous exploit. A fatiguing journey of about half a league over a yielding surface of snow and rugged hummocks brought him within a few yards of the enemy, which to his surprise undauntedly faced him, and seemed to invite him to the combat. His courage being by this time greatly subdued, partly by evaporation of the stimulus, and partly by the undismayed and even threatening aspect of the bear, he levelled his lance in an attitude either for offensive or defensive action, and stopped; the bear also stood still; in vain the adventurer tried to rally his courage to make the attack; his enemy was too formidable and his appearance too imposing. In vain also he shouted, advanced his lance, and made points of attack; the enemy either not understanding or despising such unmanliness, obstinately stood his ground; already the limbs of the sailor began to quiver, but the fear of

ridicule from his mess-mates had its influence, and yet he scarcely dared to retreat, Bruin however possessing less reflection or being regardless of the consequences, began with audacious boldness to advance; his nigh approach and unshaken step subdued the spark of bravery and that dread of ridicule, that had hitherto upheld our adventurer; he turned and fled: but now was the time of danger; the sailors flight encouraged the bear in turn to pursue, and being better practised in snow travelling and better provided for it, he gained rapidly upon the fugitive; the whale lance, his only defence, encumbering him in his retreat, he threw it down and kept on, this fortunately excited the bear's attention; he stopped, pawed it, bit it, and then renewed the chase. Again he was at the heels of the panting seaman, who conscious of the favourable effects of the lance, dropped one of his mittens; the stratagem succeeded, and while Bruin again stopped to examine it, the fugitive, improving the interval, made considerable progress ahead; still the bear resumed the pursuit with a most provoking perseverance, except when arrested by another mitten, and finally, by a hat, which he tore to shreds between his fore teeth and paws, and would no doubt soon have made the incautious adventurer his victim, who was now rapidly losing strength, but for the prompt and well timed assistance of his shipmates, who observing that the affair had assumed a dangerous aspect, sallied out to his rescue. The little phalanx opened him a passage, and then closed to receive the bold assailant. Though now beyond the reach of his adversary, the dismayed fugitive continued onwards impelled by his fears, and never relaxed his exertions until he fairly reached the shelter of his ship. The bear once more came to a stand, and for a moment seemed to survey his enemies with all the consideration of an experienced general when finding them too numerous for any hope of success, he very wisely wheeled about, and succeeded in making a safe and honorable retreat.

We shall have occasion in a subsequent part of this work, to relate a singular adventure of a bear, who very unceremoniously paid a visit to Capt. Ross in his tent, but it was not the destiny of the gallant captain, to contribute by his own person to the

fatness of a polar bear, and to be hereafter vended in the shape of bear's grease, for the growth and beautification of the hair of the belles and beaus, the dowagers and codgers of the metropolis, and to exclaim.

To what vile purposes do we come at last.

Of the party who visited the ship on the 10th, two remained on board the ship, whose names were *Narlook* and *Ikmalik*, the age of the former was 25, the latter 27, and on the following day they made their first appearance as scholars in the Tirocinium of the Victory. Finding them however to possess the same degree of ductility as a block of marble, Capt. Ross employed them in the building of a snow hut similar to those inhabited by themselves, and to his great surprise the whole was completed in 15 minutes. Supper was served to them about 8 o'clock, consisting of rather more than 8 pounds of baked seal, every morsel of which they demolished, diluting it at times with copious draughts of water, which in the whole must have amounted to two gallons.

A singular habit of these people was here taken notice of, which was that of picking their teeth after their meals with their hair, of which they extract three or four from their head, and twisting them into a kind of brush, which from their wiry nature are well adapted for the purpose, they generally spend half an hour in the operation of picking their teeth, until they fall asleep, groaning from the effects of repletion. As gluttons they are perhaps not to be equalled by any people of the world, and from the long state of inaction in which they are kept during their tedious winter, their bodies assume a corpulency, which renders them very unfit for the purposes of active life. It was however a scene of great merriment to the crew, to watch their actions as they laid themselves to sleep, and when reclining on their hammocks, they appeared more like two huge savage animals than human beings. They would have made an excellent representation of the monster Caliban, and in their natures they were equally gross and sensual. Whether it was the novelty of their situation, or the effects of indigestion, their sleep was of short

duration, but like the passenger in the mail coach, who not being able to sleep himself, was determined that none of his fellow passengers should enjoy any rest, their *senik* was no sooner over, than they thought it not possible to show their respect for the kind treatment which they had received, in a more effective manner than by singing a duet, which made the sailors start up one by one from their hammocks, wondering where such unearthly howlings came from. In vain the sailors roared out, *avast!* *avast!* wider and wider the singers strained their throats, and shriller and shriller came the sounds upon their startled ears. A valuable acquisition would they have proved to join in the matins of a pack of monks, and if, as those same monks tell us, the angels of heaven are delighted with the harmony of their canticles, tenfold would their rapture have increased, if the deep sonorous voices of *Narlook* and *Ikmalik* had mingled in the pious strains. Not an angel would have kept his place in heaven, but they would have been seen sliding down the rainbows in crowds, to enjoy the harmonious sounds of the Esquimaux Lablaches. It is sometimes a very difficult task to stop a person, who is determined in his own mind to exhaust his powers of cantation, but it may have happened that the Esquimaux unable to understand the meaning of the exclamations of the sailors, construed them in an opposite sense, and considered them as direct indications of their applause, and a kind of flattering encore for the repetition of the duet.

There is however one never failing method of stopping the singing propensity of an individual, when it threatens to imitate eternity so far, as to have no end to it; and that is, to present him with an ice or a sillabub, which by giving his masticating powers something to do, grants a respite to his cantatory ones. Of the former, the sailors of the *Victory* had an abundance to give to their singing friends, but the great question was, whether they would prefer a mouthful of it to a sudden interruption of their duet. An English sailor however is seldom wanting in ingenuity in the discovery of a remedy for any evil that may suddenly come upon him, and finding that no immediate prospect presented itself of the singers arriving at the

finela, one of the crew hastened to the hole where the seal's flesh was kept for the dogs, and returning with a good heavy lump of it, threw it down before them, exclaiming, "There ye d—d lubbers, stop your mouths with it." It soon appeared that the mastication of a few pounds of seal's flesh, and the utterance of a series of harmonious sounds cannot be carried on at one and the same time—the sounds suddenly ceased—but the life of man is a chequered scene, whether it be in a berth on board the *Victory* in Felix Harbour, at the court of St. James', or an Irishman's study in a back room of the attic story of a residence in St. Giles'. The ancients tells us, that a man in attempting to avoid Scylla, frequently falls into Charybdis, and we have an adage synonymous in our language, when a man falls into one evil by avoiding another, that he has jumped out of the frying-pan into the fire, and such was, to their great misfortune, the lot of the sailors of the *Victory* in whose berth the two Esquimaux had been allowed to take up their lodging for the night. It is true that a stoppage had been put to the duet, and so far a great evil was suspended, but then a new light suddenly burst upon the sailors in the discovery that a seal, like a pheasant or a partridge, has some peculiar cuts, or slices to which the gastronomes give the preference, and for the peace and quietness of the sailors, it unfortunately happened that the lump of seal's flesh, which the sailor had abstracted from the hole, was just one of those favourite bits, to which the Esquimaux epicures give the preference. A man who throws a bone to two hungry curs, must necessarily expect a battle, and the lump of flesh was no sooner thrown to the Esquimaux, than each of them snapped at it, and catching hold of it with their hands, raised such a hubbub with their expressions of anger and defiance towards each other, that the sailors found, in the jargon of the English lawyers, that they had taken nothing by their motion, on the contrary, it became a question, whether their duet was not to be preferred to the discord, which now raged between them, accompanied as it was by the most hideous yells and hootings, which ever burst from the throat of an enraged Esquimaux. It is however a great consolation to an individual to know when he

has committed an error, that an immediate remedy for it is at hand, and that man approaches very fast to the character of the finished fool, who hesitates for a moment to apply that remedy as soon as it presents itself; thus, if the gift of a thing has occasioned a quarrel between two persons, the most efficacious method of putting an end to it, is to take it away again, and so thought the sailors of the *Victory*; the gift of the seal's flesh had aroused the pugnacious dispositions of the Esquimaux, and therefore to quell the violence of them, they took the seal's flesh away again, but after every storm there remains for some time a heavy swell, and although the Esquimaux rolled themselves round like two large bears to take another *senik*, yet ever anon a groan and a growl burst forth, like the muttering of thunder at a distance, indicative of the storm that was past, and threatening to return, if the slightest provocation were given.

Having passed their *senik* without any further disturbance, they made their appearance at the breakfast table in the morning, but a basin of cocoa and a biscuit was to them a fare by no means of that substantiality as to accord with their voracious appetite; the steward therefore repaired to the hole in which the seal's flesh was kept, and having extracted thence a lump, or clod of about eight pounds, it was put into the oven, and in the space of a short time it appeared reeking on the table to the great delight and gratification of the august visitors of the *Victory*. A bucket of water containing a gallon was placed between them, from which their libations were long and frequent—and as long as a morsel of flesh remained on the board, or a drop of water in the bucket, the visitors showed no disposition to alter the position in which they had placed themselves. Their sumptuous repast being over, they proceeded to put a top to the snow house, which when finished very much resembled a house in England that has by some means found its way into the Court of Chancery, for no tenant could be found to inhabit it, and its only use was to shew Capt. Ross the emptiness of human grandeur, and that the Esquimaux is as happy with his roof of snow as the monarch with his roof of golden fretwork.

Commander James took the opportunity of the stay of the

two Esquimaux on board the ship, to induce one of them to accompany him on an excursion to the northward, as from his supposed knowledge of the localities of the country, he might be of great service to him, in directing him to that part where it was most likely that an open sea could be found. On the receipt of a trifling present, *Ikmalik* consented to accompany Commander Ross. Accordingly they set off in a sledge, *Ikmalik* taking the reins, and to the fancy of Commander Ross, it appeared as if the dogs were conscious that the reins were in the hands of a native of their own country. They had not travelled far when they met a party of Esquimaux, directing their course towards the ship, bringing with them a seal, which on being weighed was found to be 234lbs.

Whilst Commander Ross was driving four in hand, over hillocks of snow and hummocks of ice, Capt. Ross was adding another monument to his fame, having despatched eight men from the ship to build a monument of snow, to the south west of Felix Harbour, to which as no utility whatever was attached, it could only be compared to other monuments, which have been erected in various parts of the world, to perpetuate some act of folly or of guilt. Capt. Ross had this consolation to support him, that his monument was like the pyramids of Egypt, not likely to be overthrown by human hands, for it became a question, if during the long course of an eternity to come, it would be again visited by a human being, who could trace in its construction, a memorial of the great and mighty deeds which were achieved in the vicinity, or stand at its base, and meditate *de vanitate mundi et fuga seculorum*. It cannot be imputed as a fault to a man to wish to raise a monument to himself, for it is a feeling natural to a human being to wish to live beyond the grave, to have his name and deeds carried to other times; and to know that it will be pronounced with reverence in after ages, even when the marble on which it was engraved has crumbled into dust. A Newton, a Howard, a Milton, or a Shakespear, require no brazen tablet to perpetuate their name, they will live until their immortality itself expires. The monuments of kings and of warriors who have desolated the earth, should be built of the materials

with which the monument in Felix Harbour was constructed, for the sooner their names are swept from the memory of mankind, the sooner will their crimes and atrocities be forgotten. Wren has his monument in the edifice which he built, Michael Angelo in the celestial figures which breathe upon his canvass, Watt in the discovery of the most powerful agent in the world, and the Duke of York in a long spiral column of rounded granite, surmounted by something worse than folly. A monument of snow, which would gradually melt away and be absorbed by the earth, is all that the major part of the puissant and illustrious princes of this country, have a right to expect from the people.

On the return of the sailors from the building of the monument, they were of course questioned as to what objects of curiosity or of note they had seen, in order that they might be duly registered in the log-book of the day. We know not whether it arose from a latent disposition to mischief, or a desire to turn the report into ridicule, but it must have been rather a difficult task to have kept the risible faculties under any command, when the momentous objects which they had seen were related to Capt. Ross. Imprimis, they had seen ten bones of a rein-deer, which must have been killed some years ago, a specimen of which they had brought with them to be put into the cabinet of curiosities. Secondly, they had found a small piece of wood, which, as it was evident that the tree to which it belonged was not indigenous, must have been deposited there by human hands or conveyed thither by some convulsion of nature. As this was a subject worthy of investigation, and might throw some important light on the natural history of the country, it would have been considered by them as an act of great neglect, if they had omitted to take possession of it; it was therefore delivered with due form into the hands of Capt. Ross. Thirdly, they had seen some rocks covered with snow, and some without it, these they very properly left behind them. Fourthly, they had seen the impression of a bear's paw on the snow, which being measured was found to be $14\frac{2}{3}$ inches; minuteness in all points of natural history is particularly to be commended, as it is the high road by which comparative anatomy arrives at its results. Fifthly,

they unanimously declared that all of them had found it so extremely cold, that they were obliged to relinquish their task of monument-building; from the fear they entertained that they should all be frost-bitten; Capt. Ross shut the log-book and retired to his cabin.

The sagacity of the dog has been long proverbial, but a circumstance occurred on the 12th, which exhibited that property in the highest degree. Commander Ross had extended his excursion to a considerable distance from the ship, according to his own calculation, about 12 miles, and his dogs not accustomed to such long stages, were completely weather-beaten. Amongst the dogs was one of the name of Peter belonging to the steward, who became the ringleader in as serious a conspiracy as ever threatened the empire of Rome under the government of Catiline. This conspiracy was no other than to leave Commander Ross in the lurch, and make the best of their way back to the ship, where, basking before the oven fire, they should be more comfortable than skulking behind hummocks of ice with scarcely anything to eat. A man, and so has a dog a right to improve his circumstances by every lawful means in his power, and we know that the former, whatever the latter may do, is very prone to have recourse to unlawful ones, when it is found inconvenient or inexpedient to adhere to the lawful mode. Whether however the canine conspirators viewed the matter in that light previously to putting their project into execution is not to be found in any of the records before us, nor does it appear by what signs, gestures, arguments, or expostulations, Peter so worked upon the passions of his companions as to induce them to join him in his criminal scheme. Commander Ross was well known to be particularly humane towards his animals, and therefore it may be considered as a gross act of ingratitude on the part of Peter, to have concocted such a barefaced conspiracy, but Peter, like the human biped had an argument ready at hand to show, that so far from ingratitude being attached to his character, it was a sense of duty and obedience which urged him to the step, for as he was not the property of Commander Ross, he owed him neither service nor fidelity, on the contrary, it was

his duty to return to his lawful master to whom he owed his allegiance. This argument on the part of Peter would have been held good in any court of *pied poudre* in England, but not so with his companions. Nevertheless there are few circumstances from which a moral cannot be drawn, if a person does but know where to look for it, and in the present instance, let those, who are addicted to bad company take warning by the punishment, which was inflicted on two of the conspirators, of the ruinous and disgraceful consequences that ensue in associating with wicked companions, for they are gradually led into the commission of crimes, which bring them to an ignominious end.

Commander Ross with his companion *Ikmalik*, had ascended a hill for the purpose of ascertaining the nature of the surrounding country, when Peter taking advantage of their absence quietly betook himself off, followed by two of his companions, and by some instinctive power, which it is here impossible to explain, they directed their route direct for the ship. It was about 4 o'clock P.M. that the steward was standing near the gangway when to his great astonishment he observed Peter, the ring-leader, approaching the ship, not as usual merry and frisky, with his tail erect, but hobbling along, followed by his companions, and apparently so footsore that he scarcely ventured to put his feet to the ground. Still however the faithful creature no sooner saw its master, than it appeared to forget all its afflictions, but the unexpected return of these animals excited some very unpleasant apprehensions respecting Commander Ross, for it was not supposed that they would have left him, had not some serious and perhaps a fatal accident befallen him; it was therefore determined that should he not return in the interim, a party should set off by daybreak on the following morning, and it was expected that by taking the dogs with them, they would be able to discover the exact route which Commander James had taken.

Notwithstanding the difficulty which the crew experienced in the building of the monument to the south west, arising from their constant exposure to the cold, Capt. Ross determined that another should be built to the northward in case that if any

future navigators should not discover the one, they might most probably discover the other. Accordingly a party of five were despatched to the northward with instructions to build a larger one than that to the southward, on the principle, we suppose, that the higher the monument, the higher must be the rank of the individual, who projected it; at all events Capt. Ross could say in the words of the tablet on the organ-loft of St. Paul's, *Si monumentum requiris, circumspice*.

Daylight no sooner appeared on the morning of the 13th, than Mr. McDiarmid, accompanied by three of the crew, set out in search of Commander James. Peter and his companions in crime were included in the party, but they found that the route which Commander James had taken, could be traced almost to a certainty, by the marks of the sledge on the snow, and the footsteps of the dogs. They had travelled about 5 miles, when to their great joy, they observed Commander James at a distance, having received a reinforcement of three Esquimaux, who belonged to the huts to the south east. They had with them a fine seal, which Commander James had just purchased, with the understanding that they were to convey it to the ship, where they were to receive the reward agreed upon. The satisfaction of the parties on meeting was mutual, for owing to the desertion of his dogs, Commander Ross had been delayed for a considerable time on his return, and not having provided himself with provisions for a protracted journey, he had suffered greatly from want. He was however much rejoiced to find his dogs in safety, notwithstanding the undutiful trick, which they had played him, for he suspected that they might have found their way to some of the huts of the natives, and then every chance of regaining them would be lost, except by stratagem or bribe.

The result of this excursion was by no means favourable to the hopes of the mariners, or which could lead them to expect that they were in that direction, by which their ultimate object could be obtained. As far as his vision could extend, Commander Ross saw nothing but one solid compact body of ice, wedged in between a cluster of islands, and not a single appearance which could lead him to suppose that even on the breaking up of the

ice a passage to the westward could be found. It has been seen by what gradual steps the information was obtained, respecting the position in which the Victory then lay, and how frequent were the delays, and how almost insurmountable were the obstacles, which they had to encounter in working her up to her present moorings. No account, however detailed, can convey an adequate idea of the anxiety, with which each scrap of information was sought after and received, or the daily and hourly mortification attendant on each fresh delay, and that it was not without considerable mental solicitude as well as physical exertion, that the passage to the westward had been thus far effected. In proportion to the labour and disappointments, which the attainment of the object had hitherto cost, so was the reluctance that was felt in admitting even an abandonment, and the hope was still active in their breasts that some favourable alteration might yet occur, so as to throw a more cheering prospect over the future.

Commander Ross having received several proofs of kindness from the Esquimaux, allowed them to accompany him on board, where they were regaled with a sumptuous dish of baked seal, and two quarts of water to each man. Having received the stipulated reward for the seal, the Esquimaux departed, so gratified with their reception that they determined to renew their visit on the following day, when Capt. Ross was again made the dupe of their cunning and duplicity. At about 11 o'clock on the 14th, the Esquimaux were seen approaching with a very fine sledge drawn by six of the handsomest dogs, which had been yet seen in the country. They brought with them about forty pounds of musk ox flesh, which had been buried under the snow since July of the preceeding year. It consisted of two pieces, but they were frozen so hard, that it was impossible to tell from what part of the animal they were cut. The price obtained for these two dainty bits, and which like the trout were destined to smoke on the table of Capt. Ross, was a knife and a pair of scissars, of the value of 1s. 2d. It must however be observed, that Capt. Ross insisted upon a young seal being included in the bargain, which was ultimately agreed to by the Esquimaux, though not

without sometime being spent in higgling, and many complaints of the inadequacy of the remuneration for so great a dainty as a slice of musk ox beef. The pieces of the beef were laid on the table in the cabin before Capt. Ross, and a consultation was held as to the particular part of the animal from which they were cut. On this momentous question Mr. Mc'Diarmid was especially invited to give his opinion, as from his knowledge of anatomy, it was supposed that he could arrive at an immediate decision. Not more intently could the sapient Fellows of the Linnean Society examine the horned cock, which some mischievous wag sent to them, after having first dexterously plastered the horn on the head, in order to determine the species under which it was to be classed, than was displayed by the associates of the Victory, in their examination of the joints of the musk ox. No difficulty whatever presented itself in determining what they were not, as for instance, it was easy to decide that neither of them was the head, but it was submitted to the examiners by Capt. Ross, whether as one of the pieces had no bone, it would not be proper to come to a decision that it was a part of the buttock. This opinion was entered into *nemine contradicente*, and the joint was accordingly delivered over to the steward to be immersed in water, in order that it might be thoroughly thawed for the ensuing Sunday's dinner.

It is a truism, which it does not require a fifty years experience in the world to see frequently confirmed, that fruition seldom comes up to anticipation. We can easily, in the playfulness of our imagination, fancy Capt. Ross and his associates in the cabin, anticipating the sumptuous repast which awaited them, from the buttock of the musk ox, which, as nine months had elapsed since it was cut from the animal on which it had grown, could not possibly be found fault with on the score that it had not been kept long enough, and therefore in regard to toughness, all fears on that point were very properly and instantaneously dismissed. On the sabbath morning the cook previously to divine service, was duly called to inspect the savoury joint, and by the application of the probe, he determined that it was just in a proper condition to be immersed in the boiling pot;

at the same time he presumptuously dared to hazard an opinion, that if it was a buttock, it was the most extraordinary one, which had ever been submitted to his culinary powers. To this objection he was very properly answered, that it could not be expected of an Esquimaux, that he could cut a buttock of beef with that nicety and elegance, on which the butchers of Leadenhall and Newgate pride themselves, and further that the rigor of a nine months' frost upon it, must indisputably have had the effect of altering its natural shape, by the shrivelling up of the muscles, and the attendant contraction of the fibres. It was impossible for the cook to gainsay the profundity of these remarks, and having immersed the joint in the seething fluid, he repaired to the cabin where divine service was performed, and where he heard an excellent and appropriate discourse, from the 4th chapter of Leviticus, 8th verse. The hour of dining arrived, the steward placed the reeking joint on the table, and all the pleasure of a gratified appetite by anticipation, was visible on the countenance of every associate of the cabin. The instrument was already sharpened, by which the first incision was to be made into the joint, and a free vent give to the savory juices which had been for the long period of nine months imprisoned within it, when lo! an extraordinary exclamation, rather analagous to the 15th curse of Ernulphus, burst from the lips of the carver, for the discovery burst upon him, that instead of the buttock as had been determined upon, the villainous Esquimaux had imposed upon him with the entrails of the animal, which had been dexterously squeezed and rolled into a globular form, very much resembling the buttocks, which are daily to be seen in the windows of the cook-shops of the metropolis. There were some on whose countenance the indications of the suppressed laugh were visible, whilst on others appeared the dark and gloomy frown of anger and disappointment—never did the latter during their arctic residence anticipate a more sumptuous feast, and never were they more grievously disappointed. Quicker than the joint was brought, was the paunch of the animal taken away, the laugh went round the ship at the expence of the individual, who had given to the value of fourteen pence for a dinner for his

dogs, and he himself to have enjoyed it, only by—anticipation. Vengeance, direful vengeance, was vowed against the rogues, who had dared to practise so gross an imposition, but it was subsequently ascertained that their fault consisted in attaching a superiority to a particular part of the animal, which the Europeans were not able properly to appreciate. We believe that one of the best touch-stones wherewith to try the temper of a man, next to that of having a termagant for a wife, is to disappoint him of a dinner, the enjoyment of which he has been anticipating for some previous days, and especially if on the morning of the expected pleasure he has stinted himself at breakfast of an extra egg, or an additional slice of ham or beef. Woe to the breech of the school boy, which under such circumstances is exposed to the flagillating wrath of the dinnerless domine, the rod descends with tenfold accumulated force, and double are the number of stripes that are inflicted. Woe to the place hunter, who under such circumstances presents himself before his patron; for the chances are then ten to one in his favour, but he receives a fundamental salutation instead of the office for which he is soliciting, and lastly, woe to the crew of a ship, whose commander has been for some days anticipating the exquisite gratification of a juicy slice from a buttock of musk ox beef, and suddenly discovers in the moment of the long expected fruition, that he has been most scandalously and villainously duped, and that he has bartered away his valuables for a nauseous mass of tripe, guts and pannch. On such occasions the sailor boy is sent to the mast head, and the crew to build monuments of snow; the scholars receive double lessons, and himself a double portion of Booth's best cordial gin. Still however the balance was not so much against Capt. Ross, as the mischievous wags of the Victory were inclined to promulgate; it is true he had given to the value of one shilling and two pence for an article, which had given his subordinates a great deal of trouble, and had excited in his own breast certain pleasurable emotions, which were never doomed to be realized; but then, when the other lump of beef was culinarily and anatomically surveyed, it was ascertained without the possibility of doubt to have once belonged to the fore quarter

of the animal, and although a severe disappointment had certainly occurred in the first instance, it was decided that after the joint had undergone the necessary process of being thawed, it would amply remunerate the associates of the cabin for the gross imposition that had been so flagrantly practiced upon them, by the *marchandes de viandes* of the Esquimaux nation, in disposing of the intestines as an edible part of the animal.

It was perhaps well for the Esquimaux, that none of them visited the ship on the day when this lamentable disappointment took place, or the treatment received by them would have been such, as perhaps to deter them from ever visiting it again. On the following day the angry ebullition of the captain had subsided, and when the Esquimaux made their appearance bringing with them two beautiful dogs, they were received according to the usual custom adopted on such occasions, which was somewhat similar to the haughty nabob giving an audience to his dependent satraps. A person, who buys an ass at Smithfield, generally repents that he has bought him at all, for although the purchase may be a work of very easy execution, the getting home of the animal partakes very often of the opposite character. The dogs which the Esquimaux had brought, were, fine, full grown, stately looking animals, portending by their exterior appearance, that they were physically able to drag the captain of the Victory to inspect the monuments of snow, which his crew had erected in divers parts of the country, or to convey his person on any other excursion, which the peculiar nature of the service on which he was employed might require. The price demanded for the dogs was high, but then who would like to be drawn along in a hackney coach, by two half starved, decrepid animals, first-cousins to Rosinante, and with whom flesh and bone appear to have entered into a deed of separation for ever: when they could be hurried along by the pampered steeds of royalty, or the noble generous animals, which make the payements of the metropolis tremble with their prancings and their curvettings. It appears however, that it is not the degree of latitude or of longitude in which a man may find himself, that alters the nature of his character, he is the same whether shivering beneath an arctic

sky, or burning under a tropical sun; Capt. Ross felt a pride in being the possessor of two of the finest dogs which had yet been seen in the country, and after many offers, refusals, compromises, and deductions, the animals were transferred to him as his inalienable, and undisputed property: the person who buys a dog, buys also with him the certainty, that he has by nature given to him an appetite which must be satisfied, and it is similarly situated with those, who buy a horse or an ass; but the next great important question to be decided, is, whether the animal can properly perform the duty for which he was purchased. The man who buys a draught horse, expects that he will answer to the character that is given of him, and the man who buys a roadster, free of all vice, does not expect to be thrown over its head by its kicking or plunging, the first time that he mounts it. Consistently with this principle, Capt. Ross fully expected that his two dogs would shew themselves off to the best advantage in their harness, but to his great mortification, he found that to put a dog into harness and to make him draw, are actions so essentially opposite in their nature, that it by no means follows that one must be the result of the other. It may also happen, as was the case in the present instance, that if one of the dogs were disposed to draw one way, the other dog shewed a strong inclination to draw the opposite one, thus the power on each side was so justly balanced, that Capt. Ross instead of progressing was actually stationary, during which time he might enter with himself into a dispassionate disquisition on the difference between absolute and relative motion. On a sudden however, the dogs took into their heads to be of one accord, but instead of moving in a direct, straightforward line, as it was the desire of Capt. Ross that they should do, with the exception now and then of making a little detour to avoid a hummock of ice, they moved in a circular direction by which the sledge appeared as if it were placed on a pivot, and Capt. Ross within it, resembling a huge tetotum twirled round and round, with the danger of the centrifugal force being so great as to throw him out in a tangent, measuring his length on a hillock of snow, like Falstaff when bundled out of the bucking basket into the Thames.

A man may readily and easily console himself under one misfortune, but, when as Young says, they come in battalions, following each other in as rapid succession as the explosions of a cracker, it requires a greater portion of stoicism and philosophy to bear up against such an accumulation of ills than generally falls to the lot of a human being. The misfortune which Capt. Ross had undergone respecting the buttock of beef, was scarcely overcome, and his mind had by degrees assumed its wonted serenity, when the circumstance of the dogs again occurred to rouse all the dormant passions of his breast, and to make him appear in the world, that is, within the area of the ninety-second degree of west longitude, as a being selected by the fates to be made the butt of all the cheating propensities of the Esquimaux people. That man is, however, greatly to be prized, who comes to us with his aid or consolation in the hour of our affliction, and Capt. Ross found a friend in the steward, who undertook the difficult task of breaking in the dogs, and before a few weeks had elapsed, he had the satisfaction of finding himself drawn in his sledge by the crack animals of the country.

On Sunday the 14th, the Esquimaux, who had their huts to the northward visited the ship, bringing with them two seals and some seal skins; they were given to understand, that as far as the latter articles were concerned, no objection existed to purchase any number which they could bring, but that the hole in which the seal's flesh was kept for the dogs was completely full, and no more could be stowed away. They were invited to dine on board, and an excellent repast they made of the hinder part of a seal, which was baked expressly for them, although one of the party preferred eating a few slices in a raw state.

This was the day appointed for the regale of the fore-quarter of the musk ox beef, which having undergone the process of thawing, was placed in the oven with the seal's flesh, there to be brought in to a proper state to be placed on the dinner table of the cabin, for the gratification of the palates of those who were entitled to the *entree*. Conceit has a great deal to do in the affairs of this world, and it is very often governed by particular

associations which operate on the mind in proportion to its strength or weakness, from which often result those stubborn prejudices to which every man is more or less a slave, and by which the character of the individual is essentially distinguished. By virtue of this principle, it was not to be wondered at, that some of the associates of the cabin had imbibed certain prejudices against the musk ox beef, which rendered it a matter of indifference to them whether it were burnt to a cinder in the oven, or given to the Esquimaux by mistake for a haunch of seal. They could not refrain associating the fore-quarter with the part that had been previously set before them, and therefore they had in their own minds pre-determined not to eat a morsel of it. All pre-determinations are however founded on false principles, and never was a more able or beautiful illustration of that position exhibited, than in the case of Yorick and the Monk, when the former, before seeing the holy mendicant, had imbibed so strong a prejudice against him, that he determined in his own mind, 'not to give him a single sous.'

The dinner hour arrived, and the long expected joint appeared on the table: it is a habit peculiar to the human character, to form to itself the image of any particular object or individual, whom report has elevated, and the notion which is then formed has seldom or ever any resemblance to the reality. With a warrior we generally fancy something to be associated that is great, noble, and commanding, but history informs us that some of the greatest generals, have in their appearance been insignificant and diminutive. When we hear a beautiful woman spoken of, we create in our own minds a certain ideal, which on coming to a view of the object, we find to be decidedly false. Some of the Asiatics to the present day, when they hear the East India Company spoken of, fancy to themselves a very old woman, and frequently inquire how old the good lady may be; and we will venture to predict, that there is not an individual who has formed to himself a picture of the visage and outward form of Capt. Ross, but will find, on meeting with him, that his fancy has created something which has no relation with the truth.

Thus was it comparatively situated with the occupants of the cabin of the Victory, they had fancied that the fore-quarter of the musk ox would have some resemblance to the same joint, as it appears from a common ox when dissected by an English butcher; greatly however did they find that their fancy had been running riot, for on the appearance of the joint, it resembled a huge clod, as devoid of any fixed shape or form, as the world itself is represented to have been whilst in a state of chaos. It is the enviable fate of man, to have two of his senses generally satisfied at the same time, namely, his smell and his taste, and pleasing was the effluvium which regaled the olfactory nerves of Capt. Ross, as he seated himself, in anticipation of the gratification of the other sense before the reeking joint, with the sharpened instrument of carving in readiness, and his eye intently fixed upon the part, where the first incision was to be made. It is to be supposed that a joint that has been hung up in a larder, or buried under the snow for the period of eight months, must, even if the animal from which it was cut had been the companion of Noah in his ark, have attained a sufficient degree of tenderness, to enable even a toothless octagenarian to masticate it. Great however was the surprise;—keen was the disappointment of Capt. Ross, when instead of finding that the flesh yielded to his trenchant instrument, he found that the impression which he made, was just as deep as if he had been attempting to penetrate into a block of mahogany; some obstacle, some bone must surely be in the way; he turned the joint on the other side, the same hardened mass threatened to obtund the edge of his instrument, when it was facetiously remarked by one of the company, that the better way would be to call in the carpenter with his hatchet, or his saw. Again the captain tried another part; here a slight incision was effected, and hopes were entertained, that as a breach had been accomplished, the interior of the citadel would soon be gained. Capt. Ross remembered the round hand copy, of which respectful mention has been already made, and by dint of hard cutting, carving, and delving, with a spirit of perseverance becoming so good a cause, he succeeded in amputating a

few slices, when it was discovered that the exterior of the joint, from its long exposure to the influence of the frost, had assumed a positive degree of ossification, which the common process of thawing had been unable to mollify, and which as an encrustation had prevented the water from penetrating fully to the interior. The flesh was however uncommonly sweet, the frowns of chagrin gradually disappeared, and the remainder of the day was spent in joviality. Thus, as in the general affairs of human beings, if the individual will but call a little philosophy to his aid, and look upon the evils and disappointments of this life, as merely so many clouds, which will quickly pass away, to be succeeded by a bright and splendid sunshine, an energy of character would be gradually acquired, which would not allow him to be diverted from his purpose, by any temporary obstacles which might present themselves, but which on the contrary, would act as a stimulus to him to continue his exertions until his ultimate aim was accomplished.

The speculation of monument-building was carried on with great activity on the 15th; the crew first commencing their operations to the northward, and then directly in the opposite quarter, in verification, we suppose, of the old English adage, of, why should not one fool look at another. It was a task at once onerous and unpleasant to the men, for they could not discern an iota of utility in piling lumps of snow upon each other, and having formed a rude unshapen mass, to have it designated by the sounding name of a monument. As a matter of exercise it was perhaps allowable, but the question was, whether other objects could not have been found, which would have given an equal degree of wholesome exercise to the crew, and to which some advantage or utility might have been attached, without subjecting them to the inclemency of the weather, and to the accomplishment of a task to which their physical powers were scarcely competent. It was a principle of action of Frederic the Great, and of Napoleon the Great, for great he will be although he died as a prisoner on a barren rock, even when the names of those, who have since his time strutted their brief hour upon the stage of this world, considering themselves also to be

great and potent men, have been swept away from the remembrance of man ; it was the acting principle of those two great, but in many respects opposite characters, to husband the force and power of those under them to the utmost extent of their ability, justly considering that if they abused them when not wanted, they would not have them at their command when they did ; there are however some men too conceited and opiniative to follow the course prescribed by others, even though wisdom were the dictator, and experience the guide. We know that the murmurs of the crew of the Victory were deep and incessant, respecting the labor to which they were put in the building of the snow monuments, at the same time that if leave were asked by them to recreate themselves by a walk on land, it was generally refused, so little did Capt. Ross appear in some instances to attend to the comfort of his crew, under the severe privations and sufferings to which they were constantly exposed. A more striking proof of the truth of this assertion cannot be adduced, than in two instances which occurred about this time, in regard to the traffic which was carried on with the Esquimaux. It was observed by some of these people, that the crew were much in want of mittens, and the chief merchandize which they brought to the ship consisted of that article and slippers, but although the hands of the crew were hourly in danger of being frost-bitten, still Capt. Ross issued his orders that neither of the above articles should be purchased of the natives, the consequence of which was, that a system of smuggling was established between the natives and the sailors, by which they were enabled to provide themselves with those necessities, which were actually requisite for their protection against the severity of the climate. A similar instance of inattention and indifference to the comfort of his crew, was practised on the occasion of Capt. Ross issuing his orders, that none of the crew should be allowed to purchase any of the seals, which the natives were almost in the daily habit of bringing to the ship for sale, or barter ; at the same time that several of the crew had not a cap to their head. It was therefore their anxious desire to obtain a seal, wherewith to employ the skin in the making of their caps, but so great was

the avidity of Capt. Ross to obtain possession of all the seal's skins that were offered, that he appeared to divest himself of the common feelings of humanity towards his crew, and to see and know them actually in want of the very articles which he was hoarding up; monopolizing to himself the whole of the trade, and accompanied with the strictest prohibition against any of the crew purchasing a single skin of a seal. It was circumstances like these which alienated the affections of his crew from him; they saw in him their commander whom they were bound to obey, but they could not look upon him as their friend.

The dispositions of a man appointed to the command of an expedition of so extraordinary a nature as the discovery of the North West Passage, should be kind, conciliating and humane; he is himself in many respects but a passive individual, his whole safety and success depending on the physical power of those under his command, as well as on the confidence which he has been able to instil into the minds of his men, respecting his general character as a mariner, a man and a christian. Amongst the crew of the Victory, there was nothing of that enthusiastic attachment of the sailor to his commander—of that ardent devotedness to his interests, and of that voluntary sacrifice of all personal advantages, which have been so much the theme of praise during many of the voyages which have been undertaken for the purposes of discovery, and the success of which has been attributed in a great degree to the unanimity and social feelings that have existed between the commander and the commanded. The conduct of Capt. Ross towards his men was subversive even of that common esteem, which the seaman ought to feel for his superior officer, and in the sequel of this work, we shall have to record many instances in which the feeling which the men entertained towards their commander, broke out into little short of direct mutiny. Capt. Ross himself allows before the committee of the House of Commons, that he had at one time great difficulty in preserving discipline amongst his men; the reason of which was, that from his selfish mode of action, he had weaned the affections of the men from him, for it is not a general

trait in the character of an English sailor, to desert his commander in the hour of peril or distress, and instances are by no means rare in which he has clung to him whilst the ship has been gradually sinking, and nobly sharing with him the death of the brave. By the conduct of Capt. Ross a feeling of distrust was generated between him and the men, which if the opportunity had presented itself, might have broken out into the most alarming consequences; there was not one of his prohibitions that was not hourly and daily infringed; they were founded on injustice and inhumanity, and the men therefore saw not in the infraction any dereliction of their duty. The whole aim of the men appeared to be, to get to the windward of their Captain; to obtain a seal skin clandestinely from the natives was to them a matter of great triumph, and so heartily did the natives appear to enter into the plans of the sailors, that they would frequently hide their articles of traffic behind a hummock of ice, until the opportunity presented itself of smuggling them on board, which generally took place when Capt. Ross was in his cabin at his meals, or whilst he was indulging in an afternoon's siesta. A striking instance of this particular line of conduct on the part of the natives displayed itself on the 15th March, when a young Esquimaux brought a young seal to the ship for sale. From some reason not known at the time, Capt. Ross refused to buy it, and on one of the men offering to purchase it, who was literally without a cap to his head, he was immediately prohibited by Capt. Ross, and the Esquimaux was ordered to take the seal back with him. This order was apparently strictly executed by the Esquimaux, but having reached some small distance from the ship, he stood still, and made certain signals to the men on board, which on observing them to be noticed, he laid the seal down behind a hillock of snow, and walked deliberately off. The men on board perfectly understood the drift of the actions of the Esquimaux, and they took the first opportunity of fetching away the seal, leaving the question of remuneration to be decided between them and the Esquimaux at their next meeting. It was in this manner that the system of diamond cut diamond was acted upon between the commander of the Victory and his

men, each trying to over-reach the other, and secretly triumphing over one another in proportion to the success that was supposed to be obtained.

On the 16th two parties of Esquimaux came to the ship, one from the station at the north east, and the other from that at the south east. The latter brought a seal, which Capt. Ross purchased, and afterwards he took a fancy to their sledge, as well as to some other articles, which they had brought with them. In one corner of the cabin lay an old implement, which had once been a file, but now rendered nearly useless, and wholly deprived of its rasping power, by having been so frequently called into action in the repairs of the steam engine. According to the opinion of the sailors, there was generally more than one *Old file* in the cabin, and both of them pretty nearly worn out; however it was the determination of Capt. Ross to get rid of one of them, although the sailors had no great prospect of getting rid of the other. Taking therefore the worn-out implement in his hand, he displayed it before the owners of the sledge, who not being able to appreciate the difference between a file that has teeth and a file that has none, and which, like those of a sexagenarian dowager cannot be easily replaced, except by artificial means, considered that the exchange would be greatly in their favor, seeing that it was a matter of no great difficulty to construct another sledge, but as to the making of a file, it was totally out of the question, and were they to allow the present opportunity to slip, they might be without a file for the remainder of their life. The bargain was therefore soon struck, the file and the sledge exchanged owners, the one obtained a useful article, the other a useless one, and yet both were satisfied,

"Such, and so various are the turns of life."

The fancy for monument-building having subsided, the men were put to a more useful occupation of obtaining oil from the seals that were brought by the natives, and more than a suffi-

ciency was procured for all the purposes of the ship. Until the arrival of the Victory, the Esquimaux had a very faint notion of the method of extracting oil from the blubber of the seals and walrusses, as it was generally used in its raw state without having undergone any process whatever; their lamp or cooking place being a large hollow stone, filled with blubber, in which are inserted as many wicks of moss as are required for cooking or giving light, but the stench arising from this burning of the unctuous mass, is to an European insufferable.

It was a plan by no means impolitic on the part of Capt. Ross to attempt to obtain a youth of the Esquimaux nation, who might be willing to be brought up according to the European manners, and to leave a country of comparative misery and desolation, for one of comfort, luxury and splendour. The views of Capt. Ross on this head were entirely prospective. In his first expedition in search of a North West Passage, he reaped considerable benefit from John Sacheuse, a young Esquimaux, who, instigated by an ardent desire to visit the country of the Europeans, had concealed himself on board the *Thomas and Anne*, Capt. Newton, of Leith; and on his arrival in Scotland, through the disinterested kindness of Mr. Nasmyth, the eminent artist of Edinburgh, he was put under proper masters for teaching him the English language, and other branches of useful knowledge. When it was understood that an expedition to the arctic regions was about to sail under Capt. Ross, it was communicated to the admiralty that the services of Sacheuse might be advantageously employed on the occasion, and by instructions sent to Mr. Nasmyth by the admiralty, he was invited on very liberal terms to accompany the expedition. Sacheuse appeared very indifferent about the compensation, but readily agreed to go, only carefully stipulating that he was not to be left in his own country. His great unwillingness to return to his native land, after having tasted the comforts and blessings of civilized life, seems more easy to account for, than his original willingness to leave it. He sailed with Capt. Ross on his first expedition, to whose narrative we must refer the reader for an account of the eminent services which were rendered by Sa-

cheuse, and on his return to England, he was taken under the special protection of the admiralty, who agreed to defray the expences of his education, in order that he might in every way be well fitted to act as an interpreter on the second expedition, which was then about to be undertaken under the command of Capt. Parry; but his death put an end to all these plans. With the remembrance of the great services, which had been rendered by Sacheuse in the first expedition, Capt. Ross wished to obtain a substitute, whom he could convey to England, and by imparting to him the benefits of education, qualify him to become an interpreter to any future expedition, that might be projected. There is however a great difference between a person voluntarily expatriating himself, as was the case with Sacheuse, and a person who is to be induced by promises and bribes to leave his country, and to enter upon scenes unknown, without any innate desire for the acquisition of knowledge, or natural talent, to overcome the obstacles with which that acquisition is always accompanied. Some enquiries had been set on foot by Capt. Ross amongst the Esquimaux, whether there was a youth amongst them, who felt no objection to be received on board the ship as one of its inmates, and to accompany them to Europe, with the understanding that if his residence there should prove disagreeable to him, the earliest opportunity should be embraced of returning him to his native country. In this case however, there were many impressions and prejudices to overcome, which threatened to defeat the plan altogether. In the first place, the conduct of Capt. Ross towards the natives had been by no means such as to obtain their confidence or conciliate their respect or esteem; they dreaded him as the slave does his tyrant, who rules him with a rod of iron, and who considers himself entitled on the commission of the slightest offence, to trample him under his foot.—To exchange his natural liberty, rude and savage as it was, for a state of comparative bondage and servitude, appeared in the eyes of the native youths, an exchange so decidedly against them, that their snow-built hut, and their meal of blubber, seemed to them of higher estimation than all the splendid benefits, which the change held out to them.

The love of the fatherland with its rude inclement skies, its perpetual snows, its darkness and its desolation, was paramount in their breasts, and although they were told that they were to be carried to a land, where suns perpetual shone, and all the luxuries of life awaited them, yet they could not be brought to leave the spot, where in their infancy they had first learned to twang the bow, and quaffed as a delicious beverage the life-blood of the seal.

It was however on the 16th March, that the plans which had been for some time working in the brain of Capt. Ross, relative to the adoption of an Esquimaux youth, as his future *protegee* were likely to be carried into execution, for a youth presented himself before him, belonging to the tribe, who had fixed their station towards the north east, and who soon gave Capt. Ross to understand that he appeared as a candidate to be received as one of the inmates of the Victory, and to supply the place vacant by the death of Sacheuse. Lord Chesterfield has said, (and he has said many wise and many foolish things,) that first impressions are lasting—Capt. Ross took an accurate survey of the youth, measuring him with his eyes from head to foot—now in the front and then in the rear, turning him round and round for that particular purpose, but he totally omitted one criterion, which were the bumps on his head, and which, if he had properly examined, it is most probable that he would have arrived at a decision directly opposite from that which he did come to. In the physiognomy of the youth, there was something by no means disagreeable, on the contrary for an Esquimaux, it was rather prepossessing: the examiner could not indeed discover any traces of the existence of that fire of genius, which sparkles in the eyes of some of England's sons, but he argued with himself that it might probably be there, although he could not immediately discover it; at all events, that it was very possible, that an Esquimaux had a different way of shewing his genius, than a native of the modern Athens or of London. *Poowutyook*, (the name of the youth,) being the only candidate to represent the Esquimaux nation in the parliament of the Victory, the ceremony of demanding a poll was dispensed with, although he

was no sooner received as a member than he was chaired, for on being ushered into the sailor's berth, he was placed in a chair, preparatory to being divested of many disagreeables that had attached themselves to his personal character, and perhaps were this plan to be adopted with some of the members that are received into another parliament, situate in a different degree of longitude than Felix Harbour, we opine that the country would be a great deal the better for the riddance. The operation of purification being completed, *Poowutyook* was in the evening inducted into the school of the Victory, and a lesson was set before him, by which he was to be initiated into all the beauties of the English language. In this particular, however, *Poowutyook* differed in a very trifling degree from the members of the other school or parliament formerly alluded to, who generally have a lesson set before them, which they are obliged to repeat according to the dictation of their schoolmaster, whose business it is to practise them in the pronunciation of the words *aye* and *no*, as being in most cases the only ones which they have to utter, or which their limited capacities are able to comprehend.

In regard to the capacity or ductility of his scholars, Capt. Ross certainly appears to have been born under an evil star, for although the first letters of the alphabet were set before *Poowutyook*, not a sound could be obtained from him which had any resemblance to that which the letters are known to possess, the A having a sound somewhat similar to the grunt of a pig, and a B to the scream of the parrot. Nevertheless the hope existed in the breast of Capt. Ross, that time would bestow a proper degree of flexibility upon the organs of *Poowutyook*, and that his ears might ultimately catch the sounds of the letters, so as to enable him to speak the English language with fluency.

As a member of the crew of the Victory, *Poowutyook* had free access to all parts of the ship, but there was one particular place for which he exhibited a special predilection, and that was the berth of the steward, as it appeared to him to be the place, where the eatables seemed to be in the greatest abundance. Many a longing eye he cast upon the different viands as they were ranged on the shelves before him, or were pendent from the hooks in the

roof, and it is not to be wondered at that the appetite of *Poowutyook* was set in active motion, and that he should fix upon certain articles, by which that appetite could be satiated. It was perhaps the opinion of *Poowutyook* that a kind of commonalty existed on board the *Victory*, similar to that in which he had been brought up amongst his own relatives, and that never having been accustomed to a stated time of eating, he was in obedience to the calls of nature, privileged to satisfy those calls, whenever an opportunity presented itself, or an object could be found at which his appetite did not revolt. On the day preceding the introduction of *Poowutyook* to his new situation, a fine hare had been dressed for the table of the cabin, a moiety of which was reserved to be jugged for the special eating of Capt. Ross. Unfortunately the head of the hare projecting over the side of the dish, caught the roving eye of *Poowutyook*, and the steward being called away to attend upon the gentlemen in the cabin, he obtained possession of the dainty subject and stowed it away in his trowsers; the remains of a grouse shared the same fate, and *Poowutyook* continued to fill his magazine of provender, as long as an article remained that was within his reach, or the capacity of his trowsers would hold. The next object was to find a convenient place where he could recreate himself with the good things which he had in store, and as he, like other persons of note, did not wish to be disturbed in the enjoyment of his meal, the more retired and secluded the place, the more could he enjoy himself over the dainties, which had so fortunately come into his possession. In one corner of the steward's berth was a large tub which had been once full of flour, but now appeared divested of about three-fourths of its contents. *Poowutyook* looked into the tub, and saw something very much resembling snow, a substance which had been his dining table from his earliest years, and therefore the happy thought came over him, that a more appropriate place could not be found, in which he could transfer the contents of his trowsers into the interior of his body. With some difficulty he succeeded in obtaining a settlement in the tub, although he found the substance into which he plunged to

ne very different from snow, as it threatened to suffocate him by a dense cloud of whitish dust, which appeared to envelop the whole of his form, whilst at the same time the substance itself was of that soft yielding nature, that when placing himself in a sitting posture, it completely covered the lower part of his body. Nevertheless *Poowutyook* found himself very comfortable, and the contents of his trowsers disappeared one by one; he had just drawn from his magazine the ill-fated moiety of the hare, which according to every mathematical rule, as it was put in the first, must necessarily come out the last, when on a sudden a most alarming noise struck his ears, arising from the vociferous exclamations of the steward, who, on returning to his berth, discovered the inroad which had been made upon his stores, and uttered the most direful imprecations on the head of the audacious thief. *Poowutyook* still continued to abstract the meat from the occipital bones of the hare, for he had an equal comprehension of the meaning of the steward's exclamations as of the Tetagrammaton of the Jewish Cabala. Suspicion as to the real thief however soon fell upon the right person, and the most active search was made for him—not one of the crew had seen anything of him, it was certain that he had not made his appearance on deck, and therefore it was evident that he had stowed himself away in some secret place, but where that place was to be looked for, puzzled the whole of the crew. In the mean time Capt Ross had been apprised of his serious loss; the visions of the juggled hare had been floating for some time before his busy imagination, and now they were suddenly to vanish, and not a wreck to be left behind, except what was to be found in the flour tub, which might consist of certain bones, which *Poowutyook* had not found himself able to masticate.

Various and divers were the places that were visited in the ship with the expectation of finding out the criminal, but not a trace of him was to be discovered; when Capt. Ross, preceding the steward and some of the petty officers, entered the berth of the former, and casting their eyes towards the corner, where the flour tub stood, beheld to their utter astonishment, a strange unaccountable figure rising gradually from the midst of it, like

a ghost from a tomb, his shaggy vestments so covered with the contents of the vessel, and his visage apparently so crusted with the farinaceous substance, amalgamating itself with the oil with which it was besmeared, that had the minds of the astonished spectators been imbued with superstition. they would have thought that one of the domdaniel caves had been opened by the wand of a magician, and its tenant let loose, to choose perhaps for his future residence one of the monuments of snow, which now towered so nobly on the surrounding heights. It is said, that there is only one step from the sublime to the ridiculous, and it is equally certain, that there is but one stage from the fearful to the ludicrous. To say that the hair of Capt. Ross stood erect, or that any of his companions exhibited any of the well known signs of excessive fear and tribulation when the hobgoblin in the flour tub first broke upon their vision, were to falsify the records that are before us, and lay us under the imputation of being extensive dealers in calumny and detraction. It is however true that as their eyes had never before beheld such an extraordinary object, they gazed upon it with all the intensity of the most excited curiosity, and it is equally true, that the object gazed upon them, not with the slightest tokens of fear, but rather with a look of satisfaction and contentment. That the object, which had placed itself in such an extraordinary predicament, was no other than the newly elected representative of the Esquimaux nation was soon acknowledged by every one present—no doubt also existed that he was the individual, who had appropriated to himself certain viands which did not belong to him, and it was most evident to all, that the remaining contents of the tub, which he had in such an unaccountable manner chosen as his refectory, were rendered, as far, as human sustenance was concerned, of no further use whatever. It would be contrary to the code Napoleon, or to any code, with the exception perhaps of the sanguinary and inhuman one of England, to punish an individual for the commission of an act, in which it is his firm belief that he has not committed any moral wrong, and especially, when from his infancy he has lived in the darkest

ignorance of the existence of any law, which prohibits a human being, when he is hungry, from satiating his appetite with the first food that may present itself, and even if it were the moiety of a hare, destined to be jugged for the gratification of the appetite of the commander of the Victory. Sacheuse could never be made to comprehend the principle of human economy which gives a man the right to call a thing his own, which an hour before was, abstractedly speaking, the property of every one. The hare before it was killed by Commander Ross was as much the property of *Poowutyook* as of him who had killed it and although he was no learned civilian nor casuistical lawyer, *Poowutyook* argued the matter profoundly with himself, the result of which was, that as the hare was every man's property before it was killed, it was equally so afterwards. At all events he was fully persuaded in his own mind, that he had only followed the laws of nature in the satisfaction of his hunger, and therefore any idea of punishment was far removed from his thoughts. It is however wisely said that, a child should be brought up in the way it should go, and it was also necessary that *Poowutyook* should be made acquainted, as soon as possible, with the forms and ceremonies of civilized life, and as an induction thereto, it was considered proper that his back should be visited by a dozen stripes from a stick, which was generally the assistant of Capt. Ross in mounting the hummocks of ice, and accordingly the operation was performed, although not exactly with the brutal severity, which distinguishes the flagellation of a British soldier. It was however a proceeding which *Poowutyook* could not possibly comprehend, for it did not form a part of the civilization of the country in which he had been brought up, to punish an individual for an act, to which, according to his belief, no moral wrong was attached. Consistently with this principle, he could not regard the act, which the *Kabloonas* had just performed as an intention to punish him,—but then—if not that what possibly could it be?—Was it a custom? a ceremony? a kind of masonic probation on his introduction amongst them? It is true that he had heard the word *Tigliktoke* pronounced, but that was an epithet, which could not possibly apply to him, or

he had merely taken an allowable step to satisfy the cravings of nature, and so far from that being imputed to him as a crime, he only considered it as a recommendatory feature in his character, that he was able to supply his own wants, without giving his friends the slightest trouble on the occasion. In the midst however of these cogitations, a new light burst upon him, which went in a great degree to show him that the late extraordinary act of the *Kabloonas* was in reality nothing less than one of direct kindness. When he emerged from his refectory, his seal skin vestments had imbibed such an extraordinary quantity of the farinaceous matter, that their original colour was nearly lost, andt herefore for the purpose of restoring it, no other method could be adopted than to divest them of the extraneous substance, which they had acquired, and which could not be done more efficaciously or expeditiously than by giving them a good beating. The temperature of the air was not such as to admit him divesting himself of his garments, and therefore no other expedient could be resorted to, than to beat them whilst they were still on his body. As a proof of the rectitude of this opinion, at every stroke such a volume of dust came forth as threatened to suffocate all the bystanders, and to make them appear as if they had been in the same situation as himself. There was another circumstance which tended strongly to confirm him in this opinion, which was, that the stick was applied solely to his back, as being the only part which he could not cleanse himself; it was in his own power to purify the fore part, and therefore any labor bestowed there by the *Kabloonas* must be undoubtedly thrown away. Happy is the man, whether he be an Esquimaux or a European, who can conform himself to the accidents and circumstances to which his destiny may expose him, who, like the optimist, places a favorable construction on events though accompanied with disaster and distress—who looks with composure and complacency on the attacks of adversity, and sees in the calamities of life the mere common fate to which flesh is heir to.

Poowutyook had satisfied his appetite, and he had also satisfied his mind that it had been done consistently with the rights of man, although neither Paine, nor the exhumers of his bones had ever

ventured into his country, to instil into the ductile minds of the natives the principles of their philosophy. Capt. Ross was however not satisfied with the loss of his jugged hare, nor of the other delectables, which had found their way into the trowsers of *Poowutyook*. He however issued his orders that a strict watch should be kept upon the motions of the young aspirant for the advantages and benefits of civilization, and in the mean time, he would himself draw up a code of punishment to which he was to be subject on the commission of any immoral act, although the preliminary was wholly forgotten of first teaching him in what immorality consisted.

The morning of the 18th being remarkably fine, Commander Ross accompanied by *Poowutyook*, one man, seven dogs and the sledge, set out on an excursion into the country to the southward. As the open season was advancing, no opportunity was to be lost of examining the surrounding country, and of ascertaining the precise point to which the future attempts of the navigators were to be directed. Flattering as their prospects might have been on reaching Felix Harbour, their efforts had certainly not been attended with a proportionate degree of success. They had however the satisfaction and the consciousness, particularly on the part of Commander Ross, on whom the most arduous duties of the expedition devolved, of having left no means within their reach untried, that could in any way promote their object. Notwithstanding however the repeated excursions of Commander Ross in almost every direction, nothing yet had transpired to instil into him any sanguine hope that they were in the direct route for the discovery of the long-sought-for passage. The excursion which he now took added little to his stock of information, or of important knowledge of the geographical position of the country. According to the opinion which Commander Ross now formed, they appeared to be in the midst of a chain of lakes common to that part of America, but whether they were in fact a part of the polar sea, was a question he found impossible to solve.

Leaving the sledge and the dogs to the care of the man, Commander Ross accompanied by *Poowutyook* ascended an emi-

nence, from which the former expected that he should obtain an uninterrupted view of the country. At the foot of the eminence Commander Ross shot a hare, on which *Poowutyook* expressed his surprise by the most extraordinary gestures. It was the first time that he had ever witnessed the use of fire-arms, and on taking up the hare, he examined it in every part to discover the cause of its death, but not succeeding, he laid it down again, as if distrustful of the effect, which he had witnessed. *Okalik tokoopoke*, ("hare kill, he does,") said *Poowutyook* to Commander Ross pointing to the animal, and then made a noise with his mouth imitating the report of a gun, thereby implying that it was the noise which had killed the hare; Commander Ross gave him to understand that he was in error, and shewed him the shot as he proceeded to reload his piece, but this was still more difficult for *Poowutyook* to understand, for he could not be made to comprehend in what manner the little balls got to the hare; but when in a short time afterwards, Commander Ross shot a grouse on the wing, *Poowutyook* appeared as if almost petrified, he looked at Commander Ross—then at the bird, and afterwards appeared most anxious to inspect the gun. Commander Ross with the view of trying the firmness of the dispositions of *Poowutyook*, put a small quantity of powder into the gun, and placing it in his left hand, directed the right to the trigger; when, on the gun going off, what with the noise, the flash, the recoil and the smoke, an actual degree of terror seized the savage, and without any further hesitation, he set off at the fullest speed, which his rude and cumbersome habiliments would permit him. In vain Commander Ross called after him, *nak! nak!* ("no, no,") vociferated *Pootwutyook*, who bent his course in the direction of the ship, and was soon out of sight. Commander Ross entertained no fear for the ultimate safety of the youth, for although he was then full 15 miles from the ship, yet he knew that an Esquimaux is something like his dog; he has a kind of instinctive sense about him, which enables him to direct his course to any particular point over untrod-den fields of snow, and on which no vestige of a human footstep is to be perceived. It is however generally supposed that an

Esquimaux directs his course according to the bearing of some remarkable headlands, for in regard to any sidereal observations they appear to be as ignorant as the animals which they drive. They certainly have a name for the four cardinal points of the compass, but they know not to what use to employ them, or to make them subservient to any of the purposes of directing them in their course from one station to another, and particularly to those distant quarters, which they frequent in the summer months for the purpose of carrying on their fisheries.

Commander Ross on this excursion penetrated above thirty miles into the interior, but every thing tended to convince him that he was not on a continent, for the intersections of land and water, at that time in a compact body of ice, were so frequent, that he concluded it was an archipelago of small islands, but that they could not form a part of the polar sea. The short duration of light was however a great obstacle to the prosecution of his researches, and he therefore considered it more prudent to return to the ship, with the determination of renewing them when the days were longer.

On his arrival at the ship, he was rather mortified to find that *Poowutyook* had never made his appearance, but it was ascertained by some Esquimaux, who came to the ship on the following morning from the south east, that he had returned to his snow-built hut and his native habits, bidding adieu for ever to the vaunted advantages of civilization, and to his character as representative of the Esquimaux nation. Capt. Ross ordered a new writ to be issued in the room of *Poowutyook*, who had accepted the chiltern hundreds, but strange to say not a candidate presented himself, and the proper officer having made a return to that effect, the borough of *Immeetplue* (Esquimaux,) was for ever after disfranchised.

The attempt to metamorphose a savage into a civilized being having failed, the endemic of monument-building appeared again to attack the commander of the *Victory*, for on the 19th he despatched a party to the eastward, with instructions to build as large a monument as was within their power; not mighty particular as to shape, but very much so as to magni-

tude ; the builders however determined not to be particular in either case, for in the first place, it would have puzzled Sir Geoffrey Wyattville, (who being himself the projector of many monuments of folly, must naturally be supposed to be an excellent judge of all erections of that kind), to have determined the exact shape, for it was neither a square nor a circle, nor a parallelogram, nor an octagon, nor a hexagon, but it was a confusion of every figure huddled upon each other, forming altogether as rude a mass as ever was reared by human hands. In regard to the magnitude, no complaint could be made on that head : it was indeed not exactly so high as the tower of Babel, nor so broad as the walls of Babylon, but it was quite as high as any monument ought to be, which is to perpetuate the folly of a human being.

Whilst the monumental party were trying the experiment of the utmost degree of cold which they could endure, without being benumbed or frostbitten, the remainder of the crew on board, were employed in more useful occupations, and to the result of which Capt. Ross looked forward with profit and advantage. With eyes by no means devoid of satisfaction, he observed his stock of seal skins increasing, and he was anticipating the hour when he should appear in the exchange of London, as a merchant of the first eminence on that particular branch of trade. Scarcely a day passed without the natives arriving with seals, but their method of flaying the animals being different to that pursued by the natives of other parts of America, and which was in some instances calculated to destroy the integrity of the skins, Capt. Ross undertook to instruct some of his crew in the art of properly and skilfully flaying a seal, and they gradually attained to a proficiency, perfectly satisfactory to their employer. The 19th of March was one of the flaying days, under the immediate superintendence of Capt. Ross himself, some of the skins however which were obtained this day were not destined to augment the hoard of the Commander, but to be cut up in stripes, preparatory to their being made into harness for the dogs ; the sailors had not yet attained the art of making the dog-whips from the intestines of the seals, but

Narlook undertook to instruct them for the trifling gratuity of a couple of fish-hooks. The making of a dog-whip and the ability to use it are two very distinct things, and perhaps in no attempt to acquire a particular art, did the sailors of the *Victory* exhibit greater awkwardness, then in learning the use of the Esquimaux dog-whip. A person who learns to thrash, generally gives himself a few knocks on the head with the flail before he attains to any skilfulness in the art, and it was very necessary for a sailor in learning how to use a dog-whip, to stand at a respectful distance from his companions, for if it did not so happen that he gave himself a cut or two across the face, it generally fell out that the individuals, who were so unlucky as to station themselves in the immediate vicinity of the practitioner, generally received a smart visitation of the lash across their face, or more likely across their legs, as it is necessary to give the lash a slanting direction for the purpose of reaching the foremost dogs. It is the boast of some of the celebrated whips of our stage coaches, that they will whip a fly off the tip of the ear of either of their leaders, but their boasted dexterity sinks into insignificance when put into competition with the skill of an Esquimaux dog-driver.

The action of the Esquimaux in whipping his dog is somewhat similar to that of the Russian executioner using the knout, and like the criminal, woe to the dog on whom the lash falls: the dog however is not urged on so much by the lash as by particular exclamations of the driver, to which he has been accustomed from his puppyism, and which if not obeyed, his experience tells him that the lash will soon follow. The life of the Esquimaux dogs is one of finished misery; during their minority, like certain biped puppies, they are fondled and pampered by the female sex, but when out of leading strings, and are consigned over to their rightful master to be initiated in the art and mystery of sledge-drawing, their life is one of hardship and privation. The dogs generally appear as the inmates of an Esquimaux hut huddled up together in one particular place, which is never cleaned from the construction of the hut to its desertion, and the stench of which is amalgamated with the other

effluvia which rise from a number of other nauseous objects, which are distributed in every quarter of the hut. The interior of an Esquimaux hut, when the lamps are lighted, and it is full of people and dogs, presents a spectacle, which is not to be equalled in any other part of the globe. It may be looked upon as one of the lowest stages of human society, just one degree removed from animal existence, and in which the gratification of the sensual appetites appears to be the sole object of their life. Immersed in the profoundest ignorance, they have not a single pursuit, which has not an immediate reference to their animal wants, which on being satiated, the human brute throws himself down by the side of his dogs, and bloated with the effects of his gluttony, passes away the dreary hours of his life in sleep and inanity.

The temperature of the interior of an Esquimaux hut during the depth of the winter, is little calculated to instil any feelings of comfort or pleasure. A thermometer placed in the hut over the fire indicated a temperature of 38° ; when removed two or three feet from this situation it fell to 32° , and placed close to the wall stood at 23° ; the temperature of the outer air at the time being 25° below Zero. It must however be considered that a degree of cold of 57° below the freezing point, is even in that country of rare occurrence. At all events, a habitation in which the temperature averages about 6° below the freezing point, cannot be looked upon as one of comfort, although it must still be borne in mind, that a people, who pass the greater part of their life in the utmost extremity of cold, which is known upon the globe, may consider a temperature of 6° below the freezing point, as one of comparative warmth. Towards the spring of the year, when from the increased temperature without, and the warmth of the huts within, the ice and snow begin to melt, these poor beings are grievously affected with colds and febrile diseases, which frequently occasion a mortality amongst them, and reduce their population to a very low number. It is also the season in which they are in the greatest want of provisions, and perhaps of all people, the Esquimaux suffer the most from over-gorging themselves at one time, and from actual want

at the other. It is calculated that of a population of 80 persons, twenty are carried off in the spring by febrile diseases, and it is rather singular that the births are in no proportion to the deaths, thereby almost intimating that the race of the Esquimaux is gradually dwindling away. The death of a woman in childbirth is very rare amongst the Esquimaux people, although it may be truly said, that a cow in England has greater attention paid her in the hour of parturition, than an Esquimaux woman. Nature undertakes the whole performance of the operation—no gabbling officious nurse attends with her cup of caudle, usurping the sovereignty of the apartment, and extolling the beauty of the new-born infant, though perhaps it has been formed in one of the ugliest moulds, which could be found in the whole of Nature's magazine. The Esquimaux woman gives birth to her child; a draught of seal's blood invigorates her after her travail, and she rises from her bed of snow, to attend upon her puppies, or to dress a seal cutlet for her expectant husband.

The 20th being Saturday, the usual occupation was pursued of cleaning the ship inside and outside, during which operation, Capt. Ross went on a shooting expedition, and Mr. Thoms and Mr. Mc'Diarmid set out on a long walk into the interior. It cannot be supposed that the Esquimaux had acquired any information of the temporary absence of Capt. Ross, but he had not departed long, before a party of them presented themselves, both from the south east, and from the north, bringing with them two seals and two skins. Had it been any other day than cleaning day, the sailors would have bought the whole lot, and have skinned the seals previously to the return of Capt. Ross, but his absence from the ship was never of long duration, his walks extending at the utmost to two or three miles. The opportunity, however, was not lost by them of purchasing the skins, which were obtained for a rusty knife and half a dozen nails. The Esquimaux made known to the sailors, they would conceal the seals in a place from which they might fetch them at their leisure, but although they had the utmost confidence in the integrity of the natives in transactions of that kind, yet they feared that the plan could not be carried into effect without being detected by Capt. Ross,

particularly, as it was very seldom that leave of absence could be obtained from the ship for any purposes of a private nature. Their offer in this respect being declined, they left the ship with the two seals, and it was not supposed that any thing more would be heard of them that day. Shortly after their departure, Capt. Ross returned, having shot two grouse, but which he would not have found, but for a dog, which he had bought of the natives. Scarcely however had he returned, and retired to his cabin to recover himself from his fatigue, than the Esquimaux again made their appearance, bringing with them the skins of the two seals, which appears they had taken to some distance from the ship, and there skinned them, leaving their carcasses to be taken up by them on their return to the huts. Their intentions were however on this occasion frustrated, for the sailors were bound in obedience to the orders of Capt. Ross, to apprise him of the visit of the Esquimaux, and at the same time to report to him the articles, which they had brought. At the sound of the seal skins, the Captain rose from his seat, and in a very short time, they formed an addendum to his already extensive stock.

It was expected that Mr. Thoms and Mr. Mc'Diarmid would have arrived from their walk in time for dinner, but the hour arrived, and no signs of them could be seen from any part of the ship. Some serious apprehensions began to be entertained for their safety, as their intended route was attended with some danger, it being over the ice to two islands, which lay to the eastward. It was now completely dark, and still no appearance of the travellers. An offer was made by some of the crew to go in search of them, but the darkness was then so great, that Capt. Ross considered that the attempt could not be attended with any good effect, but with considerable danger to the lives of the men. No signs of them presenting themselves, at 7 o'clock, Capt. Ross ordered a gun to be fired, and to be continued every twenty minutes, and that blue lights should be burned during the whole of the night. The firing was continued until a quarter before ten, when the voices of the stragglers were heard, hailing the ship, and great was the joy when they

arrived on board, having completely lost their way, and had it not been for the firing of the gun, and the burning of the lights, they would certainly have passed the ship, and wandered about the whole of the night, exposed to all the inclemency of the weather. They were not a little rejoiced to find themselves once more comfortably housed between the decks of the *Victory*; so relative is the happiness of man—for disposed as he may be to complain of his present condition, let him but be accidentally thrown into a worse, and he then first begins to learn to appreciate the advantages and comforts, which he enjoyed in the former.

On Sunday the 21st, the crew as usual attended divine service, after which permission was granted them to take a walk on land, and they directed their course towards the uninhabited huts, which had been deserted on the death of *Illictu*. A striking instance here occurred of the extraordinary fidelity of the Esquimaux dog. On the death of *Illictu*, Capt. Ross obtained his favorite dog, which was almost grown grey in the service of the family, and which was particularly prized by his eldest son, who had tried every stratagem to obtain re-possession of the animal. On this occasion, the dog accompanied the sailors to the huts, and on their way thither, they were met by a party of Esquimaux, amongst whom was the son of *Illictu*, and who no sooner saw his father's dog, than he ran up to it, and actually caressed it, as if it had been a long lost child, that was restored to him. It was actually painful to the feelings, to see the tears roll down the cheek of this savage of sensibility, as he fondled over the dog, which by its actions fully proved, that he had not forgotten those, in whose service he had been bred. On the arrival of the party at the huts, the dog instantly knew the one in which his former master had died, and immediately entered it, smelling and looking about, as if he were in search of some object, that had been there, and which he wished to find there again. The whole place was a scene of desolation, and the sailors not being willing to indulge in the melancholy mood, soon took their departure. The son of *Illictu*, in the mean time, had been trying every stratagem to entice the dog towards him,

and taking the advantage of a particular opportunity, darted off, calling the dog after him. The animal had not forgotten his early associates, and preferred them to those, into whose hands he had been transferred; seizing therefore the first chance, that had presented itself of emancipating himself from the dominion of his new governors, he followed the son of *Illictu*, and a general chase was the consequence. The English sailors, as the pursuers, were not exactly clad to fit them for swift running over hummocks of ice, nor from the comparatively inactive mode of life, to which they had been accustomed for the last five months, were they in sufficient breath to continue the chase for any length of time. On the other hand, it was a *terrain* to which the Esquimaux had been accustomed from his infancy, his seal skin shoes were well calculated to prevent him from slipping, and the sailors soon found that they had no chance of coming up to their competitors; fearing also that the chase might lead them to such a distance from the ship as to prevent them reaching it before the darkness set in, they very prudently declined the chase, being well assured that the means were in their power of recovering the dog, by the simple refusal of dealing with the natives for any of their articles, until the animal was restored to them. The only circumstance, which the sailors had to fear on this occasion, was the anger of Capt. Ross on the loss of his dog, but when the affair was canvassed between them, one snapped his fingers; another took the quid from his mouth, and throwing it on the ground exclaimed, "there and be d—d to him;" another set up a whistle somewhat similar to the lil-labullero of my Uncle Toby, and the last—but we will leave the description of the precise gesture with which it was accompanied, to the knowledge of those, who are somewhat acquainted with the expressive mode of action adopted in general by a British sailor, when he wishes to make it known, that he cares not a thread of oakum for all the Captains in the royal navy, in which of course Capt. Ross must be included. The only thing they had to do was to tell the truth, leaving Capt. Ross to issue his manifesto, declaring the whole Esquimaux nation under his high displeasure, until the animal was restored to him.

It is a singular trait in the character of this particular tribe of the Esquimaux people, that if they commit a theft, they very shortly after restore the stolen property of their own accord, as if they had repented of the act, and were willing to make every restitution in their power for the crime, which they have committed. It is also not less singular, that the stolen property was very seldom brought back by the thief himself, nor by one of his own sex, but that their wives were generally selected for this ungracious and unpleasant duty. The question might be mooted, whether the women were naturally in possession of a greater quantity of honesty than the men, and exercised their influence over them, in order to induce them to return any articles that they had purloined; or whether the restoration of them proceeded from a direct compunction of conscience on the part of the thief, and being ashamed to restore the article himself, he selected those under his controul, to perform the duty for him. The latter hypothesis is not likely to be the case amongst a rude and savage people, who scarcely know how to draw a line between a right and a wrong action, or to determine the principles on which either of them is founded. The *meum* and *tuum* of civilized life were known amongst them but in a very subordinate degree, and in attaching the property of others to themselves, they considered that they were only acting up to the universal law of nature, which tells a human being to promote his own happiness, without stopping on the way to consider minutely the means, by which that happiness can be obtained and secured.

We know that it is dangerous ground to tread upon, but we cannot shut our eyes to the experience, that the shades of moral guilt, are as diversified as the people, by whom it is committed, and that an act, which by the natives under one particular degree of longitude is branded with infamy and perpetual disgrace is in a few degrees further to the northward or the southward, actually enjoined upon them by the ministers of their religion, as the very test and ordeal of the strength and efficacy of their faith. The standard of moral guilt amongst the Esquimaux, and particularly amongst those, who were in daily inter-

course with the crew of the *Victory*, was confined within a very narrow compass. Their conduct in many respects was a direct and forcible contradiction to that of the creature of civilized life, but if tried by the standard, which is adopted by the latter, and to which he is called upon to conform by education and example, there is very little doubt as to which the preponderance would be awarded. The man of civilization is educated so as to have a distinct conception of the principle of right and wrong, of justice and injustice, of truth and falsehood—in despite, however, of that education, he acts in direct opposition to those principles, and, in fact, the whole tenor of his life appears to be, how he can carry on those actions with impunity, and safe from all detection: the Esquimaux is the confirmed child of nature, in its most rude and savage character—removed but one degree from the brute creation, forming almost the link between animal and human life, destitute of every notion of a retributive justice—amenable to no present nor future tribunal for any action, which he may commit, he appears in the great family of mankind, as divested of the major part of the rights of humanity, with the countenance of his God turned from him, and living in a nook of earth overlooked and forgotten by its Creator.

That the sailors on their return to the ship, experienced the ebullitions of their commander's anger on the loss of the dog, is an event of such a natural and certain consequence, that to relate it would be tantamount to the information, that thunder is always preceded by lightning, or that wherever there is light, there must of necessity be a shadow; to relate, however, that these same ebullitions, stormy and tempestuous as they might have exhibited themselves, were as harmless in their consequences, as a drop of rain falling on the plumage of the cygnet, were an assertion, to which even a Quaker could affix his affirmation, without running the slightest risk of being called to account by his elders for a breach of moral conduct, which cannot be laid to the charge of any of the fraternity of the Pures, for the best of all reasons, that they are possessed of the most consummate cunning to prevent the detection of it

When a man is in a bona-fide downright passion, the most prudent method is not to interrupt him—a rocket makes a great noise and fluster on first setting off—pass a little while, and every trace of it is gone. There are some fools, who attempt to calm an angry man, by coaxings and wheedlings, entreaties and expostulations, but it is the most infallible method of increasing the violence of the storm; the sailors of the *Victory* were not ignorant of this principle of human action, therefore, when the tempest burst upon them, they looked at their commander—then at the brass nails in his chair—then at a bottle of Booth's best cordial, that was standing on the table, and then—they said nothing. The harder it blows, the sooner it will be over, is a maxim, which has cheered many a sea-drenched sailor, as the waves have rolled over him at the helm, and, certainly, the torrents of abuse, which flowed from the mouth of Capt. Ross, threatened to overwhelm the hardened culprits with unutterable confusion and dismay; but the tempest was too violent to last, independently of which, the hour had arrived, when according to general custom, one of the monitors of the school was to read a chapter in the Bible to the assembled crew, and it came to pass that the 29th chapter of Proverbs was in rotation for their evening edification, and the monitor read with an audible voice:

“A fool uttereth all his mind: but a wise *man* keepeth it in till afterwards.”

The sailors looked at each other with a significant eye, and Capt. Ross appeared rather uneasy on his seat.

Further read the monitor.

“A servant will not be corrected by words: for though he understand, he will not answer.

“Seest thou a man, that is hasty in his words? *there is* more hope of a fool than of him.”

A fear and trembling came over the congregation, for to them it appeared, as if their commander had been suddenly seized with a fit of St. Vitus' dance; so extraordinary and singular were the twistings and contortions of his body.

And the monitor further read:

“An angry man stirreth up strife, and a furious man aboundeth in transgression.”

Never did a love-sick girl, who had made an appointment to meet her lover at the conventicle of Clayton, of Andrews, or of Melville, hear with greater pleasure the last amen pronounced, which was to be the signal for them to hasten toward each other, after a tedious, and apparently to them a personal discourse, taken from the text, of “set not thy affections on things of this earth;” never did a shoeless, but not a *soul*-less poet in his attic residence evince greater pleasure on arriving at the close of a didactic poem, on the colossal powers of steam, or the beauties of the herring fishery, which is to put the erudite fraternity of Publishers resident in the vicinity of the purling streams, and academic groves of Warwick Lane, and Paternoster Row, into a ferment of competition for the purchase of the copyright, thereby furnishing another instance to a captious and unbelieving world, of the extreme liberality, which distinguishes that body of men, in all their dealings with authors—never was delight more strongly imprinted on the countenance of either of those characters, than was on the visage of Capt. Ross, when the monitor arrived at the end of the chapter, and the congregation rose to retire to their respective berths, to ponder on the wholesome truths, which they had heard.

Qui caput, ille fecit is an adage as old as any of the icebergs, which so criminally conspired to obstruct Capt. Ross in his discovery of the North West Passage, and a great deal older than Capt. Ross himself, but like all other apothegms, it generally inflicts a sting on those, to whom it is applied; in order however that it might never again be applicable to himself, as far as the sentiments contained in a chapter of the Bible were concerned, he issued his orders, that henceforth the chapter for the evening reading should not be taken in rotation, but should be selected by some competent person, in order, as he expressed himself to avoid all personalities, which he was fully aware are apt to engender strife, and stir up the blood to feuds and discord.

In a previous part of this work, we have alluded to the task which was generally imposed upon the women, of restoring the

stolen property, and the day following that, on which the dog belonging to Capt. Ross, and which had formerly belonged to *Illictu*, had been enticed away, two women came to the ship bringing the dog with them, and exonerating the son of *Illictu* from all blame in the transaction, as the fault was attachable to the dog, and not to the man. It was not to be attributed, they said, as a fault to the latter, that the dog preferred following his original master, instead of his adopted one, and if the man ran quickly away for fear of being benighted, and the dog, all the while, kept close at his heels, surely no blame whatever was attachable to him, much less could the charge of theft be laid to him. It was agreed to give the female diplomatist the full advantage of her arguments, but unluckily for her, the latter part of her exculpatory statement fell to the ground, for although certainly the charge of the theft of the dog could not be substantiated, yet it was discovered that the swivel had been taken from his collar, and Commander Ross gave them to understand that he should consider them, decidedly, as complete *Tigliktokes*, unless the swivel was returned, and he further informed them, that although he certainly considered them entitled to some reward for bringing back the dog, yet that it should be withheld, until the article that were taken from the animal was restored.

The women did not seem to comprehend the system of prospective rewards, and, especially, if dependent on certain conditions and stipulations, which it was perhaps not in their power to perform. They had executed their part of the duty by bringing back the dog, and therefore their reward was not to be made dependent upon the will and actions of another, over whom they possessed not, perhaps, the slightest controul. If the son of *Illictu* refused to give up the swivel, all their trouble in bringing back the dog would go for nothing, and therefore in their eyes it was not an act of justice to withhold from them the reward that was their due, on the conditional plea, that they were to bring back an article, which the present holder of it might not be disposed to relinquish. Plausible however as these arguments were, Commander Ross was peremptory in his de-

termination, not to bestow upon them the slightest reward until the swivel was returned.

The women left the ship not very well satisfied with the result of their act of honesty, and entertaining a low opinion of the justice of the *Kabloonas*; it was also a new creed to them, that their whole tribe were to be punished for the act of a single individual, for Capt. Ross gave the women to understand that no further negotiations would be entered into with any of them in the way of barter, or the purchase of their commodities, until the stolen property was restored.

The crew were now employed in unbanking the ship, the severity of the winter having passed, and no further fear existing, of the vessel receiving any injury from the heavy drifts of snow, against which the embankment was intended to protect her. The removal of the bank of snow would also tend to increase the circulation of the air about the ship, and prevent that extraordinary humidity, which the melting of the snow would occasion, and which now, as the fine weather was approaching, was naturally expected to increase every day.

It has been mentioned that on the death of Marslin, the armourer, his will was made by Mr. Light the steward, bequeathing the whole of his property to his sister and his children; it was therefore a matter of no little surprise to the crew, when they were informed that Capt. Ross had come to the determination to dispose of Marslin's property, although it would have been a difficult task for him to have shown by what right he disposed of property, which by will was bequeathed to another. In other respects, it could not be expected, even if Capt. Ross himself had taken upon himself the character of an auctioneer, that the property of the deceased would fetch very high prices, or even that any thing like its real value could be obtained. There certainly existed no necessity for the disposal of the property, for there was no want of room in the *Victory* to stow it away, and when it is considered, that the amount of some of the purchases made by the sailors, was put to the debit account of their wages; we cannot but coincide with the majority of the crew,

in the opinion which they entertained of this transaction. It was further the belief of Mr. Light, and some others of the crew, that no part of the proceeds of the sale ever reached the hands of those, to whom it was bequeathed.

Early in the morning of the 23d, the two women, who had brought back the dog, came to the ship, bringing with them the swivel, which they threw down with an air of contemptuous indignation, as much as to say, "take back your paltry article, about which you have made so great a hubbub." The next great question however to be considered, was the reward, and here the parties were not by any means likely to come to an amicable arrangement; the one expecting a very high reward, and the other determined to give a very low one; the former considering that they had performed an act of great honesty; the latter considering that they had done no more than their duty, in restoring a property, which did not belong to them. The ladies were peremptory in their exactions—the gentlemen were equally so in their refusal; the latter, in the opinion of the former, were mean, shabby fellows—the ladies in the opinion of the gentlemen, were nothing better than a pair of vile extortioners, demanding a tribute on the part of Cæsar, which was not due to Cæsar, and, therefore, they resolved to exert the whole energy of their characters, in repelling so gross an imposition. A pair of fish-hooks were offered, they were not to be caught with such a trumpery reward—four needles were added, it was a superaddition of insult to meanness. It was however high time that an end should be put to this palaver, when, Capt. Ross, who, we doubt not must have acquired some knowledge of the female character, before he became the commander of the Victory, and who daily be-thought himself, that the useful stands in a woman's eye, by no means in equal estimation with the ornamental, whether she be a member of Almacks, or the native of an Esquimaux snow hut; drew from his pocket a string of glass beads, estimated in the invoice at 4d. and presented the valuable gift to the ladies. Bright and cheerful were their countenances, as they took possession of the gewgaws, for one of them, be it said, *sub silentio*, was about to take upon herself the cha-

racter of a wife; and where is the bride elect, who is not desirous of bedizening her person to the best advantage, with the fond expectation of finding greater grace and favor in the eyes of her accepted lord? If a transaction of this kind had taken place, in which two European women were the actresses, the right of proprietorship would have been strongly contested, and perhaps an appeal to the gentlemen of the coif resorted to, in order to determine the exact position of the *meum* and *tuum* of the business; happily however for the Esquimaux people, they were not yet so far advanced in civilization, as to suffer, under a worse than an Egyptian plague, in the swarm of lawyers, for whose unhallowed gains, the happiness of the people of England is sacrificed, and therefore they proceeded to settle the business in a friendly way, as they seated themselves under the lee of a hillock of snow; the result of which was, that the hooks and needles should be the property of the wife of the son of *Illictu*, who had been the instrument of the restoration of the dog, and the string of beads, the inalienable property of *Terrekewona*, the intended spouse of *Nutcheuknawhook*.

During the latter part of the month of March, the weather was beautifully serene, of which Commander Ross took the advantage in order to prosecute his observations, relative to some of the scientific objects, connected with the expedition, and the result of which will be found in the appendix to this work. Scarcely a day elapsed, that the ship was not visited by a party of the Esquimaux, who appeared actually determined to exhaust their stock of clothing, in exchange for some trivial things, which were tossing about in various parts of the ship as mere lumber, and the value of which intrinsically was of no consideration. It must, however, be admitted on the other hand, that some of the articles, which they were in the daily habit of bringing to the ship, were in themselves of trifling worth—a pair of mittens was a rude adaptation of two pieces of seal skin, sewed together in the most bungling manner, and which were found to be excessively inconvenient to the sailors, on account of their not being any separation for the fingers, which rendered them almost wholly useless in any operations which they had to perform on board

the ship : the boots and slippers would have been of greater use, if they had been warranted water-proof, but, unluckily, the stitches were in some places so very like our angels visits, few and far between, especially, those that were made for sale on board the Victory, that had they been denominated boots on the ventilating system, for an equal admission of wind and water, they would have fully answered the character to which they were entitled from the wearing.

The 28th of March was the only day, that the ship was not visited by the Esquimaux, since the acquaintance was established; the absence of their visit, was attributed by the crew to the violence of the wind, which on that day blew almost a hurricane, but the reason was by no means a plausible one, when it is considered, that they were punctual in their visits during the extreme rigor of the winter, when it was scarcely to be believed that the physical constitution of a human being could have withstood the severity of the cold. On the following day, however, they seemed determined to make amends for the loss, which the crew of the Victory had sustained in the pleasure of their company on the preceding one, for the tribes came both from the north and the east, and it might be truly characterized as a visit of good-will or compliment, for they did not bring a single article with them, either of purchase or barter. A circumstance, however, which occurred this day excited the surprise of the crew, which was the removal of an entire family from the north station, who came and built their huts on the ice close to the ship, seemingly disposed to enter into a more intimate and friendly communication with the crew. In some respects, however, this unexpected display of a desire to increase the intimacy between the two parties, was by no means satisfactory or agreeable to Capt. Ross, for although he had no objection to receive them as occasional visitors, he, on no account coveted, a permanent acquaintance, or did he wish to have his new friends always contiguous to the ship. With all their savage simplicity and ignorance, they had shewn themselves in many instances to be most dexterous thieves, and as they had now settled themselves almost under the very bows of the ship, many oppor-

tunities would be offered them of putting their pilfering dispositions into practice, without the means of detecting them. Some parts of the unfortunate steam engine were still imbedded in the ice, and many articles were lying dispersed on the outside of the ship, which would form a valuable prize to the natives, and which, there existed little doubt, would be stolen by them on the very first opportunity which presented itself. It was, indeed, strongly suspected by Capt. Ross, as well as by the majority of the crew, that the natives had established themselves in their new quarters, for no other purpose than to carry on a predatory warfare against the moveable property of the ship; for as they must nearly, if not wholly, have exhausted their own stores of clothing, and other vendible articles, no other resource was left in order to enrich themselves with the hooks, needles, old instruments, and broken pieces of iron, which appeared to them to be inexhaustible in the Victory, than to station themselves in the immediate vicinity of the ship, and help themselves to whatever commodity might fall in their way, or which their perseverance might enable them to discover. It is certain that Capt. Ross might attempt to remove the intruders, by informing them, that as he had formally taken possession of the country, in the name and on behalf of his Britannic majesty, they had no right to form a settlement in any part of it, without the express permission of his said majesty, or his representative, who was no other person than Capt. Ross himself; but the great difficulty presented itself in making them understand who his Britannic majesty was, or who conferred on him, or on his representative, the right of calling a country his own, which had belonged to them, and their forefathers ever since there was a sun in the heavens, an ox on the land, or a seal in the waters. This was a difficulty which appeared to Capt. Ross of a very insuperable nature; he was conscious that the fee simple of the land was vested in the natives, and although they had not built their huts exactly on Terra Firma, but on the ice, which might be considered a kind of neutral ground, and, claimed by any one, who might feel a disposition to become the proprietor of so extensive a territory; yet he was not a jurist sufficiently learned in the law

of property, as to determine by what means the intruding occupiers could be ejected. Capt. Ross had certainly one law on his side, which, says that if a nuisance comes to a man, and he can prove it to be such, that the individual or individuals so bringing that nuisance, are bound to remove it under a penalty for all damages, which may accrue, on account of the continuance of the nuisance—that a family of thieving Esquimaux were a direct and positive nuisance in the vicinity of an English ship would not require the eloquence of a Brougham or a Scarlett to prove; but the great and important question presented itself to the vigilant consideration of Capt. Ross, by what manner he could make the laws of England applicable to the particular state of society of the Esquimaux people, and make them at once sensible, that they were a most intolerable nuisance, and therefore ought to be removed, if not by equitable means, then by the direct interference of the irresistible arm of the law.

These were all matters of weighty consideration with Capt. Ross, as he sat over his hippocrene in his cabin, and like a good and virtuous ruler, pondered on the means to be adopted by which the happiness and prosperity of those under him, could be augmented and confirmed. He carried in his remembrance the second verse of the chapter in the bible, which had been read on the preceding Sunday, for the edification of his crew, although the contents of the other verses had by some means slipped through his memory,—which verse goeth on to state,

“When the righteous are in authority, the people rejoice; but when the wicked beareth rule, the people mourn.”

Therefore was he determined to prove syllogistically that he was a righteous man, by an immediate attempt to remove the nuisance, which threatened, with such a serious aspect to disturb the happiness, and injure the interests of those, over whom he was appointed ruler. Thus was the syllogism formed in the cabin of the Victory.

The people rejoice when the righteous are in authority,

The people under the authority of Capt. Ross rejoice,

Ergo, Capt. Ross is a righteous man.

If, however, Capt. Ross had one point in his favour, as touching the nuisance, the Esquimaux had nine in theirs,—and they had obtained possession, both perhaps *de jure et de facto*, (we believe that to be the jargon of the lawyers,) of the site of their village, and it was shrewdly hinted by one of the officers in the cabin, that if Capt. Ross called upon them to shew by what right they built their village within hail of *his* ship, they might call upon him to shew by what right he had intruded himself into *their* country, and had filled his flour-tubs with its produce, for which he had only given them in return, his rubbish. He might indeed have talked to them in high and commanding language of George the Fourth—of Mr. Barrow of the admiralty—of Mr. Booth, his munificent patron—of the attachment of Lord Melville to him as being one of his own countrymen—of the power vested in him to blow up the whole of their village with his steam engine, that is, if the steam engine had not unfortunately for him, blown up itself—of the precise velocity of sound, which had been ascertained (not) by his own power of observation—of the true position of the magnetic pole—and lastly, of the *exact* altitude, measured by himself, of the Croker Mountains. On all, or any one of these important subjects, he might have edified and astounded the gaping natives, but not a block of snow would they in consequence have removed from their huts, or resigned to him an inch of the sovereignty of their country.

Nevertheless, the fear of losing some part of his property daily by theft, arose ever and anon, in the mind of Capt. Ross, like some malicious fiend to disturb the serenity of his midnight rest; strange visions hovered over his heated imagination, he again saw the wonderful figure of *Poowutyook* rising from the flour-tub, as the leader of the gang of thieves; he saw in his fancy the remnants of his steam engine emancipated from their icy prison, and carried away by the mere force of thieving, to a latitude, where they would be made of much greater use, than they were ever found to be, whilst on board the *Victory*; he saw his own flour-tubs rifled of their contents, his schemes of profit and speculation, burst like the South Sea bubble, and

not a seal skin, nor a pair of trowsers left to tell him of his former riches.

It is an acknowledged principle by all Philosophers and Physicians, that great evils require great powers of counter-action;—violent diseases require violent medicines, and therefore a consultation was held in the cabin of the Victory, as to the most politic measures, that could be adopted, under the existing circumstances, which threatened wholly to change the aspect of their affairs—to throw a disheartening gloom over their prospects, and materially to alter the established discipline of the ship; for in the latter case, it would be necessary to appoint an additional watch, particularly by night, in order to keep a proper check upon the predatory disposition of the natives.

The means of prevention are generally commensurate with the extent of the alarm; and therefore in order to justify the proceedings, which were adopted on this momentous occasion, it will be necessary to give an accurate account of the number of persons, who had so unceremoniously, and unexpectedly located themselves in the immediate vicinity of the Victory, to the great trouble and annoyance of its civilized inmates.

The chief subjects of the establishment of an Esquimaux are his dogs and sledges; they are to him what the rein-deer is to the Laplander, or the camel to the Arabian: they constitute the dowry of his wife; the inheritance of his children; the instruments of his support, and the principal objects of his care and solicitude. An Esquimaux without a dog and sledge, may be considered in the character of a direct pauper; he is a kind of dead weight upon the community, and it is only under peculiar circumstances that a character of this kind is tolerated amongst them; the law of primogeniture has no existence amongst the Esquimaux; for having neither rank, nor titles, nor dignities, nor aristocratical pride to support, they leave to the civilized European all the glories and advantages of hereditary birth, and look with contempt upon those factitious institutions, which confer titles and property upon a fool, merely because it has pleased Heaven to send him into the world before his brother. On the death of the father of a family, his property is divided amongst his children.

in equal proportions, and should any altercation arise, which is very seldom the case, the nearest of kin is called in, and his decision is considered final. It frequently happens that on the marriage of an Esquimaux girl, the husband takes up his abode with the parents of his wife; and in the case of the natives, who had established themselves in the immediate vicinity of the Victory, one hut contained the father and mother, their married daughter and her husband, with four or five children appertaining to the latter; the dogs belonging to the father amounting to six, and those of the husband amounting to seven, forming in the group an exhibition of savage life, which was scarcely to be equalled amongst the wildest of the Indian tribes. In the hut adjoining to this well-tenanted habitation, the interior of which, for active life, might be compared to a bee-hive, although not quite so sweet and mellifluous, resided the son of the before-mentioned couple, who preferring the life of a bachelor to that of a husband, had, up to his twenty-sixth year, withstood all the wiles and blandishments of the Esquimaux beauties, but by whom he was, of course, still considered as a prize to be won, although he obstinately persisted in regarding them in any other light than that of a prize, but the direct contrary, as indisputable plagues and torments. It was, however, necessary that *Kenneeluyoo*, the name of the wayward bachelor, should have an individual within his hut, who would attend upon his dogs, and have his seal cutlets in readiness for him, on his return from his hunting excursions; but those occupations could only be performed by a female; and, certainly, in the refined and civilized countries of Europe, a female fulfilling a situation of that kind, in the hut of a young bachelor, would expose herself to be attacked by all the imps of calumny, who ever took upon themselves the office of pulling to pieces the character of a woman. It is, however, differently constituted amongst the Esquimaux; *Kenneeluyoo* chose for his housekeeper a grave, staid, demure and discreet matron, who had fallen into the yellow leaf of widowhood, at an early period of her life; and, who, for reasons, which it were, in this place, illiberal to notice, never entered a second time into the troubles and trammels of matrimony, which, however, by

some of the most spiteful of her sisterhood was alleged not to have sprung from any indisposition of her own, but from the particular contour of her countenance, which, was perhaps the most hideous, that could be formed of the customary appendages of the human face, even if ingenuity had been exhausted in placing them in the most grotesque position, which the most exuberant imagination could devise. At her birth, she had the name of *Nakkoowoke* bestowed upon her, the interpretation of which is "squint she does;" and therefore as calumny is the loudest, where the beauty of the female is the greatest, according to that ratio, detraction never ought to have sullied with its pestiferous breath the immaculate character of *Nakkoowoke*. Let it not, however, be supposed that the absence of personal beauty implies the absence of moral worth; on the contrary, according to European experience, we frequently find, that nature, in order to make some amends for her unnatural freak, in withholding from a female every feature that has the slightest claim to beauty, has bestowed upon her moral and intellectual character, every noble property and virtue, which, in their general practice, have a tendency to exalt and adorn a human being. A poet of high renown has said,

"That beauty and virtue are the same,
And goodness dwells with both."

It may have been so in the golden age, or in the fields of Arcadia, or perhaps it may be so in Heaven, but this we know, that if the poet intended his sentiments to apply to the world as it is now constituted, or has been constituted since the times of Helen of Troy, or of Messalina of Rome, he may be considered as having spoken one of the greatest falsehoods, which ever emerged from the pericranium of a poet. It would be most unjust and illiberal to say that beauty and virtue are not to be found as co-existing in the same person, but our hair has not grown grey, without having arrived at the experience that

beauty is more often the cause of the loss of virtue, than the means of preserving its immaculacy.

Sterne has said that he could draw a moral from the knocking of a tenpenny nail with a hammer, although we candidly confess our inability to discover where to look for it, but we have taken an opportunity of deducing a moral from the domestic arrangements of an Esquimaux bachelor, which we hope will not be lost upon those of our fair country-women, whose mirrors have reflected the beauty of their countenance, and let them carry with them the conviction, that beauty unless attended by her twin sister virtue, assumes a hideous aspect, and rather than be considered a blessing, it should be looked upon as one of the greatest evils, with which heaven could afflict them.

Had the colony of the Esquimaux consisted only of the decorous, and well-behaved persons already mentioned; the slumbers of Capt. Ross would have run no risk of being broken in upon by the intrusive visits of the midnight marauders; the remnants of his steam engine might have quietly submitted themselves to the process of corrosion by rust, without the fear of being metamorphosed into blubber bowls and drinking cups, by the ingenuity of the natives; the tubs crammed with jackets, hoods, trowsers, mittens, boots, and slippers might have remained undisturbed in the hold, in social fellowship with each other; the discipline of the ship might have been carried on according to the system hitherto adopted, nor would the rubicundity of the countenances of the associates of the Victory's cabin been so suddenly changed to the ghastly paleness of fear and tribulation.

It was, however, written in the book of fate, (but those, who wrote it, could not have had any regard for the feelings of Capt. Ross, nor the slightest commiseration for the situation into which their indiscreet measure so lamentably impelled him,) that, amongst the settlers on the ice, there were four individuals, who, if their characters for integrity and probity were to be estimated according to their physiognomy, might be supposed

to be as deficient in those virtues as an English bishop in humility—a courtier in sincerity—a nun in chastity—or an author in riches. It might have been supposed that, from the time when Capt. Ross left “the heath-covered mountains of Scotia,” to that most auspicious moment of his life, when he found himself Commander of the Victory in Felix Harbour, the experience must, at some particular period of that time, have burst upon him, that a more fallacious criterion of the intrinsic goodness and virtue of an individual cannot be consulted, than the form of visage, with which it has pleased nature to endow him; but notwithstanding, that the truth of that position amounts to almost proverbial validity, yet there are very few, who are not regulated by it in their estimation of the character of the individual, with whom he is suddenly thrown into contact, and who does not in some measure regulate his conduct according to the opinion, which he may then have prematurely, and unjustly formed. The four ill-favoured Esquimaux had no sooner presented themselves before Capt. Ross, than in his own mind, he determined them to be consummate thieves, and that they had like the gypsies, pitched their dwelling in his vicinity, as holding out the greatest prospect of carrying on their buccaneering exploits to the utmost profit and advantage. It was in vain to tell him that their peculiar physiognomy was as natural to them, as red hair and high cheek bones were to the natives of his own country; it was a direct loss of time, to expostulate with him on the injustice and impropriety of holding a man to be a thief, before he had given some distinct proofs that the character really belonged to him; and further, that as he professed to be a christian, it was acting in a most unchristian-like manner, to mete out his judgement according to any other principle than that, in which he should wish that judgement should be meted out to him. These arguments might have been considered as somewhat worthy of attention, but they all yielded to the prejudice, which he had imbibed, and to the irrevocable opinion which he had formed, that the four Esquimaux were the *canaille* of their race, and in the depth of their degeneracy had just selected

him, amongst the infinite number of human bipeds, that crawl upon the earth, to be the victim of their licentious and thievish propensities.

Whatever faults or national follies may be imputed to the sons of Caledonia, there is no one, who has lived amongst them, or who has been entangled in any transactions with them, but will give them credit for a display of caution, which renders it the eighth wonder of the world, that a Scotchman was ever cheated in his life ; at all events, it must be admitted that that man deserves the character of a skilful tactitian, and a direct clever rogue, who ever succeeded in accomplishing that object ; nevertheless, with that laudable disposition, that we have so frequently and strikingly displayed of putting the most favorable construction on the actions of the Commander of the Victory, we cannot in this instance withhold from him the merit of our approbation for the extreme caution, which he displayed in his conduct towards the suspicious Esquimaux, for he only followed the salutary maxim of that keen observer of human character, Rochefoucauld, who says, *Que c'est mieux d'être detrompe par nos amis, que trompe'*, which may be anglicised, that it is better to be undeceived by the Esquimaux, than to be deceived by them.

It must not however be supposed—but, it is impossible to say to what length the imagination of some persons may carry them—that the Victory was put in a state of siege ; that the guns were shotted, grape and canister ; that double watches were put upon the gangways, and that the armourer's forge blazed throughout the night in preparing the weapons of defence against the attack, that was anticipated ; however a council was summoned to meet in the cabin of the Victory, to take into consideration, the danger to which the lives and property of the crew were exposed, and to deliberate upon the most prompt and efficacious means, that could be adopted, to avert the ruin, which impended over them. It was the opinion of Capt. Ross, being first called upon to state his sentiments on the subject, that if the Victory could be removed to some

other station, no matter in what direction of the compass that station might be, a remedy would at once be found for the evil; for, it was not probable, that the Esquimaux would take the trouble of removing their goods and chattles to a considerable distance, merely for the purpose of being in the immediate vicinity of the ship, unless indeed their designs were of a most desperate and villainous character. Not a dissentient voice was raised to the truth of these observations, but on Mr. Thoms being called upon to deliver his opinion, he unequivocally declared, that the removal of the Victory to another station was a most judicious plan, *if* it could be carried into execution, but that he recommended a more easy and feasible one, which was, the removal of the huts of the Esquimaux, and this could be most easily and legally carried into effect, for as they had constructed their huts upon the *land* which Capt. Ross had taken possession of, in the name and on the behalf of his Britannic majesty, the Esquimaux ought to be made to pay the forfeit of their indiscretion in building their huts on the land which did not belong to them, by having the said huts burnt to the ground.

As our Gallic neighbours would express themselves, there was here a strong sensation manifested both on the right, the left and the centre, for it confounded the intellects of some of the members of the council, to ascertain in what manner a hut of snow could be burnt to the ground. However Mr. Thoms immediately explained, that he had certainly expressed his opinions rather hyperbolically, but having finished his education at the University of St. Andrews, where it was once the custom to indulge in all kinds of tropes, metaphors, and figures, which had not the slightest relation nor affinity to the subject under discussion, he had inadvertently transgressed the laws which Aristotle had laid down, as the guide for all orators and rhetoricians. He, however, hesitated not to confess that he had certainly expressed himself rather figuratively, but his real meaning was, that the huts of the Esquimaux should be so perforated by a few balls from their brass six-pounders, as to allow all the winds of heaven to pass through them, and by those means render them so uninhabitable, that they would

be obliged to re-construct their habitations in a safer and more distant quarter.

On Commander Ross being called upon to deliver his sentiments, an attention was observable amongst the auditors, similar to that, which was observed when a Canning or a Mackintosh rose to address the House of Commons. He began by stating, that he dissented in *toto* from the plans proposed by the two former speakers, as the first was dependent on a contingency which, under the present circumstances could not possibly be brought into effect, and the second was founded upon premises, which were decidedly erroneous. It was true, that the Commander of the Victory, as in the case of all former navigators who had visited unknown countries, had very properly, and as in duty bound, taken possession, according to the accustomed form of planting the standard of Great Britain on a lump of snow, of all the territory within any certain degree of longitude, that might hereafter be determined upon, by commissioners appointed for that purpose.

So far the Commander of the Victory, as the representative, for the time being, of his Britannic majesty, was the reputed sovereign of all the land, and territories, of which he had taken possession, with all rights, powers, privileges, and immunities to treat the natives thereof, as the people of a conquered country. Respecting the latter point, he would not now stop to discuss the question, as it must be well known to all present, the exact mode of treatment which has been adopted towards them (*hear, hear, from Capt, Ross.*) It is, however, allowed that there is not a country, which fulfils its treaties and engagements with greater faith, scrupulousness and honor, than England, except in those cases, where it is found to be her convenience and interest to infringe them ; and therefore in the present instance, it certainly might be admitted, that their worthy commander had become possessed *de facto* of the right and power to exercise his control over those natives, who might commit any abuses upon the *land*, of which he had taken formal possession ; but, had he been present at the time, when the ceremony of taking possession was performed, he would have called the

attention of his Britannic majesty's deputy to a very serious omission, which was then committed, and which consisted in forgetting to take possession of the ice, as well as the land, and to which gross and unaccountable omission might be ascribed the truly perplexing embarrassment in which they were then involved. Had the Esquimaux built their huts on the *land*, then they might be dealt with as the vassals of his Britannic majesty, to whom that land belonged; but as they had built their huts on the ice, he could not discover by any law, which had ever been promulgated by Grotius or Puffendorf, or which had been enacted by the British parliament, by which the new settlers could be ejected from the present place of their abode. It is true, that the glaring omission, which had been committed, might in some degree be rectified by the assembly then present, proceeding with the customary forms, to take possession of the ice in the name of his Britannic majesty; but then they should be involving themselves in the dilemma of subjecting the Esquimaux to the consequences of an *ex post facto* law; which, it is very probable, they never could be made to comprehend. He acknowledged, that the whole case was beset with great difficulties; and that it required all the talent and skill of their commander, the full possession of which no one was disposed to dispute, in order to overcome them, without at the same time compromising his own character, and that of his Britannic majesty, as well as that of the English nation in general. Having therefore briefly stated his opinion of the inexpediency, and, in some measure, the injustice of adopting the plan proposed by his two honorable friends, he should himself submit a proposition to them, which if carried into effect, might be the means of bringing the business to an amicable issue, and ultimately of removing the nuisance, which had so suddenly and unfortunately appeared amongst them; and to which solely is to be attributed the excessive degree of alarm, which at this moment was depicted on the countenance of our able and highly esteemed commander. Having, to a certain degree admitted the right of the Esquimaux to build their huts on the ice, the next important question to be discussed is, the motive, which could have induced them to commit such an extraordinary act

to the great annoyance of a certain portion of the subjects of his Britannic majesty, and establishing thereby an intimacy of rather closer nature, than is agreeable to the injured and complaining party. A motive of a very sinister and criminal character has been attached to them, but, as yet, there had not been any action performed by them, to warrant the imputation, which had been thrown upon them. It is true, that some of the party bore the outward semblance and appearance of being thieves, but were every man to be considered a thief who looks like one, there are perhaps, a few amongst ourselves, to whom that odious character would be attached.

Unacquainted, therefore, as we are with the manners and habits of the people amongst whom we have suddenly appeared, as if we had dropped from the clouds, it is possible that on a close and impartial investigation of the business, we shall find that their establishment in our immediate vicinity has no reference whatever to ourselves, but to some ultimate object, which they may have in view, and which may be a part of their regular mode of action, although in our opinion, accompanied with suspicion and distrust. It is consequently my advice that a deputation from the assembly, do proceed without further delay to the huts, and there hold a palaver with the head of the tribe, touching their present and future motions, and should not a satisfactory answer be given, then to have recourse to such ulterior proceedings, as may be deemed conducive to the prevention of any permanent injury, and to the consolidation of our future safety.

This plan was agreed to *nemine contradicente*, and the proposer, Mr. Thoms, Mr. Light and Mr. Brunton the engineer, were appointed of the deputation, to hold the conference with the chief of the Esquimaux tribe: Capt. Ross in the mean time remaining seated in his chair, to await their return, with all due solemnity, after having replenished his goblet with the usual moderate quantity of his patron's best cordial.

Capt. Ross has been blessed by nature with a deep and sonorous voice, something between a baritone and a bass, and in his lonely hours in the cabin of the Victory, where he had ne

one to delight or please but himself, but even, in which, he could not sometimes succeed, it was frequently his custom to amuse himself with chanting the stave of a favorite song, and in one of the brightest moments of his life, when he was threading his way from the Admiralty, to the distillery of Mr. Booth, in Whitechapel, in anticipation of what there awaited him, he heard the well known parody to Neukomn's matchless song, of "the Sea, the Sea," beginning "the Gin! the Gin!"—and what better opportunity could present itself, than during the absence of the deputation, as domine Sampson would say, of preluding a little, and of essaying to please himself by humming over the spirited stanzas of the song. The nectar before him being in strength and sweetness agreeable to his palate, he placed his two feet in the same position in which that clever artist Crowquis, has delineated him in Fraser's Magazine, and in his "native wood notes wild," warbled the well-known song.

He had just finished the third stanza, when the deputation entered, headed by Commander Ross, who delivered the following report. It was with the greatest ease that an audience had been obtained of *Archnaluach*, the senior of the tribe, and an audience it was in the strictest sense of the word, for although a multitude of sounds met the ears of the respective parties, yet scanty indeed was the quantity of meaning, which could be extracted from them; the *Kabloonas* in becoming and respectful terms explained the import of their visit, which by the Esquimaux was answered by a polite invitation to partake of a slice of blubber; the *Kabloonas* inquired how long they were going to remain in their present position; the Esquimaux inquired if they had about them, such a thing as a few fish-hooks; the *Kabloonas* told them that they had taken possession of their country in the name of George the Fourth; the Esquimaux told them that the seals began to be very scarce, and thus it became evident to the members of the deputation, that they were playing at the game of contraries with each other, and that as neither of them understood the language, which each other spoke, it was perfectly the same, whether they conversed about George

the Fourth; the piston of a steam engine; the admeasurement of Taglioni's waist; or the most approved method of dressing a seal cutlet. It has been the fate of many deputations to return to those who sent them, without accomplishing the object of their mission; and no one ever ran a greater risk of experiencing that calamity, than the deputation from the Victory. It, however, occurred to Commander Ross, to despatch Mr. Light, the steward, to the ship, for the Esquimaux Vocabulary, by means of which, it was confidently expected, that the desired information could be obtained; nor were they disappointed in their expectations, for by degrees it was elicited from the natives; that so far from any intention on their part, to make their present residence a permanent one, it was merely a temporary station or stage, on their journey to more distant quarters. Towards the latter end of March, or the beginning of April, the great body of the Esquimaux who have lived in community during the winter, separate in different tribes, or companies, some directing their course to one quarter, and some to another; some for the salmon-fishing, or to be in readiness on the breaking up of the frost, having an abundance buried in the ice since the preceding year. Others go away out to sea, the inlet being entirely frozen over, in search of seal; whilst others direct their course inland, in quest of musk oxen, or rein-deer; and about the month of September they all meet again, at a place called *Nichilli*, there to pass their dreary winter.

The party, which had been the cause of so much apprehension to the Commander of the Victory, on account of their locating themselves so near to the vessel, were on their journey inland in search of rein-deer; and as the construction of a snow house is, with these people, but the labor of a few hours, and its value nothing at all when it is built, they consider their removal from one place to another, as a matter of trifling moment. Their goods and chattels are scarcely sufficient to load a sledge, and can all be packed up in half an hour, with no fear of a landlord, or a tax-gatherer at the door, to prevent their removal; no sheriff's officer with his writ of *fieri facias* ever intruded his odious visage within the dwelling of an Esquimaux.

Free as the air, that "chartered libertine," the world appears as, if it were, given to him, to roam whithersoever his fancy leads him, or his wants impel him. A stranger to all the delights and pleasures of local attachments, he scarcely knows the meaning of those endearing words, "my home," for the dwelling of to-day is not the dwelling of to-morrow; allied with no pleasing associations; with no remembrances, which have called forth the affections of his heart, and which are entwined around it as the links of a chain, which is never to be broken, but by death; with no flowers that he has reared; no tree that he has planted, which in happier climes, and to more favored beings, are as the silent monitors of juvenile happiness, or which have obtained a value in our eyes, as having been planted by a hand that once was dear to us; to these and all such heavenly feelings, which sublimate our nature, and bring us nearer akin to higher spirits; the semi-animal of the hyperborean regions, is an entire stranger; and yet, in his breast glows in a certain degree the *amor patriæ*, as warmly and as ardently as in the breast of the natives of the most favored climes of Europe; but it is a wise dispensation of Heaven, that it should be so; for a very slight knowledge of the physiology of man informs us, that the natives of the two extremes of climate, if transported to the opposite one in which they were bred, would not long survive the change; an Esquimaux would perish on the shores of the Congo, and a Negro would not long be in existence amid the desolate snows of Spitzbergen. It is only the men and animals, which have their centre of dominion in temperate countries, that are capable of enduring the most widely extended geographical distribution. A native of Britain can by degrees naturalize himself to any climate of the world; he can brave alike the most fiery breath of the torrid zone, and the frozen climes of Baffin's Bay; but transport an Esquimaux to between the tropics, and his apparently hardy constitution would sink under the enervating heat.

It is similarly constituted with the animals, for by an admirable law of divine benevolence, all those animals, from

the domestication and culture of which, the most widely spread and essential advantage was capable of resulting to the human race, have been created, and retained the natural inmates of the temperate regions of our globe; while those again, the general distribution of which, would have been regarded rather as a curse than a blessing, have been, with a few exceptions, rendered the invariable inmates, either of the hottest or the coldest climes. Were a tiger conveyed from the jungles of tropical Asia, to the shores of Boothia or the steppes of Siberia, how soon would he lose his gigantic strength and ferocious vigor; or were a polar bear transferred from his bleak eternity of floating icebergs, to a sultry island of the Indian Archipelago, how speedily would the surly savage cease to create any alarm. The spirit of the same observation might be applied to much more serviceable animals, which, however, not being natives of temperate countries, are, for that very reason, incapable of being rendered useful in the most extensive and therefore highest degree. We may adduce as examples, the rein-deer and dromedary; the former of which the wandering Bedouin of the desert, would as soon attempt to rear amid the shifting sands of Arabia, as the Nomadian of the north, would the latter, in the cold and lofty plains of Finmark or Norway.

The month of March closed auspiciously, as regards the weather, but not the slightest alteration had taken place in the position of the ice.

The following is the scale of the Temperature of the air, by the Thermometer for the month of March, 1830.

	Highest	Lowest		Highest	Lowest		Highest	Lowest
March	Below	Above	March	Below	Above	March	Below	Above
1	37	28	12	35		23	30	2
2	37	24	13	37	12	24	15	5
3	38	24	14	35	22	25	5	Zero.
4	35	24	15	36	19	26	8	3½
5	36	23	16	37½	20	27	22	Zero.
6	37½	3	17	38	20	28	12	4½
7	30	25	18	38	38	29	15	3½
8	28		19	37	18	30	4	17
9	29		20	30	12	31		20
10	30		21	27	12			
11	30		22	27	5½			

The operations of the sailors, in the beginning of April, were chiefly confined to clearing away the banking of snow, and building a snow-house as a shed for the thermometer. On the 3d, the Esquimaux came from the huts to the eastward, and brought a seal, the weight of which was 235 lbs. ; they received a file in return, with which they were highly pleased.

After divine service on Sunday the 4th, a number of Esquimaux came to the ship from the north, two of whom were going to some place at a distance, where they had left their canoes on the setting in of the winter. This was an opportunity not to be lost by Commander Ross, of examining that part of the country where the canoes were left ; especially as it was to the westward, where the solution of the important question of an open sea might perhaps be solved. It was determined, that the two Esquimaux, who were going for the canoes, should remain

in the ship during the night; and that Commander Ross, with Blankey the mate, should start at an early hour, on the following morning. The names of the Esquimaux were *Oobloo-raiak*, the same personage whose wife had purloined his horn basin, and *Alwak*; the former about 32 and the latter about 19 years of age. According to custom, one of the crew read the bible to Capt. Ross, in the evening, and the two Esquimaux formed part of the congregation. Edification, instruction, or amusement, however, being wholly out of the question with the two new members, they followed the example of some of the members of other congregations; and considering that they had a long and fatiguing journey before them, they thought they could not employ their time more advantageously than in taking a *senik*, not knowing how long the business which was then transacting, might continue. Scarcely, however, had they rolled themselves up in a comfortable posture, than the reader had arrived at the end of the chapter, and the congregation broke up. The steward took upon himself the office of introducing the strangers to their berths for the night, but not until he had satisfied their appetites with a baked piece of seal, which weighed 9½ lbs. before being put into the oven. This quantity was, however, demolished by the two gluttons; and it was the firm belief of the steward, that had there been three or four pounds more, they would have been devoured, for not a particle of the 9 lbs. was left on the wooden platters from which they took their meal, and which they afterwards licked so clean, that the process of washing them scarcely appeared to be necessary. The steward put his visitors to bed at 9 o'clock; it being a charge to which he did not testify any great partiality, on account of the responsibility, which was attached to it; for he had not forgotten the handy tricks of *Poowutyook*; nor could he leave the strangers a moment by themselves, from the well-founded fear, that something would find its way into their capacious trowsers, which did not belong to them, and for the loss of which he might perhaps be made accountable. He had also received instructions to pack up some provisions sufficient for the maintenance of Commander Ross and the mate, on their approaching

tour: it was also necessary to provide an extra quantity for the two Esquimaux, who certainly would not be great consumers of European viands, provided a seal could be killed on the journey, and not being very particular whether it was dressed or raw, no great anxiety was felt, as to the manner or the means, by which their subsistence could be obtained. The Esquimaux in their migratory travels are entirely dependent upon chance for their support, although they have in particular places their stow-holes or magazines, where a supply of food to any extent can be obtained, and which are a kind of common property, from which any of the tribe that are in need, may extract what quantity they please. In regard to the provision that was made for the maintenance of the Esquimaux, there was very little difference shown between them and the dogs, in fact, they both subsisted on the same kind of food, and might have eaten together out of the same trough, without the human biped thinking himself in the least degraded, by eating in common with the canine quadruped. The support of the travelling establishment of Commander Ross, was however a subject of serious consideration, for it consisted in all of four human beings, and fourteen dogs; seven being harnessed to one sledge, containing Commander Ross, and the other seven to another sledge, containing Blankey the mate; the Esquimaux trudging by the side, as if disdaining the ease and luxury of the gliding vehicle.

To those unaccustomed to the motion, the travelling in a sledge is by no means a task of easy accomplishment, for, it frequently happens that even those, who have been inured to it from their infancy are thrown out, although there is little risk attending it of a broken neck, or a dislocated limb; the only casualty likely to occur, being a slight contusion by coming into contact with a rugged piece of ice, which is generally the cause of the sledge being overthrown. The sledge of the Laplander and the Esquimaux differs in this respect, that the former is so constructed that the person driving cannot be thrown out, as it is completely covered in at the top, with the exception of a small hole or aperture sufficiently large to admit the body in a sitting posture, the lower limbs occupying the fore part of the sledge,

and so completely covered as to defy the rigour of the frost. The sledge of the Esquimaux is however completely open, and in its construction is well calculated for travelling on a smooth surface of snow, but when the road is interrupted by frequent projections of ice, or that the surface presents any of those inequalities, which must be the inevitable consequence of a rocky country, skilful indeed must be the individual, who can retain his seat, or who can so adjust the equilibrium of his body, as to make it yield to the numerous inclinations, which the ruggedness of the road occasions. It must also be taken into consideration, that tractable and docile as the dogs may be, they cannot all of them be made to stop on a sudden, like the horses in a stage coach, and therefore the driver, if he be not actually thrown out into the snow, runs some risk of being dragged a considerable distance before he can persuade his animals by threats or entreaties to stop their course. Capt Franklin on passing the Great Slave Lake, measured his length several times on the ice, but an Esquimaux, like the skilful Jehus of the present day, so humours his body to the motion of his sledge, that his overthrow very seldom takes place, for although his body may at times form an angle of 45° with the horizon, yet he possesses by practice the art of throwing the counterpoise to the other side, and thereby preventing his ejection from the sledge. The speed of an Esquimaux dog is on the average six miles per hour, although when hardly pressed, he has been known to accomplish eight, and it has been well ascertained, that a dog in the continuity of his speed will far outstrip a horse. The road which Commander Ross had to travel on, was full of ruts and ravines, for as no Mc'Adam had up to that period made his appearance amongst the Esquimaux people, no distinct line of road had been traced out from one station to another, nor any of the inequalities levelled, which endangered the lives of the travellers, or which might be the cause of the fracture of a leg or an arm. The commander however made very little progress without experiencing an overthrow, when *Alwak*, setting aside the dignity of the individual, whom he was accompanying, always burst out into a loud laugh, and danced about, as if he were overcome with joy

at the occurrence of the accident. In fact, the risible dispositions of *Alwak* appeared to be excited on the most trivial occasions, and if the Esquimaux could have been induced to form themselves into a theatrical company, *Alwak* would undoubtedly have been chosen as the most proper person to fill the character of a clown. He had also one of the properties peculiar to that notorious personage, that he had no particular respect for persons, for *Blankey* the mate was often the object of his mischievous tricks, and, in some instances, Commander Ross himself did not escape them. Still, however, all his actions were accompanied with such apparent good nature, and a kind of uncontrollable mirth, that instead of taking offence, Commander Ross rather encouraged him in his attempted buffooneries, which, although clumsy and awkward in the extreme, brought many a smile on the countenances of the travellers, and tended in a great degree to enliven the dreariness of their situation. Commander Ross however found it necessary to impose a check upon him in one respect, and that was his frequent visitations to the store of provisions, from which it appeared that he considered himself possessed of the right to abstract a portion, whenever his appetite demanded it, which appetite appeared like the anger of the Irishman, to be no sooner off than it was on again, and not being very particular in the choice of his viands, he generally seized upon the first object, that presented itself, and never stopped until the whole of it was consumed. There was however something contradictory in his character, for a greedy man is generally a selfish one; this, however, was not the case with *Alwak*, for he not only seized every opportunity of stowing away something eatable in his own trowsers, but he contrived also to slip some article into those of *Ooblooraiak*, making his usual antics on the occasion, as if he had committed a most meritorious deed. It sometimes happened, that their course lay over such a rugged surface, that Commander Ross and the mate were obliged to leave the sledges, and proceed on foot, and on those occasions, where the passage was attended with any danger, he would take Commander Ross on his back and travel with him, laughing during the whole of the time.

until all the danger was overcome. In one instance, however, his love of mischief or of fun carried him rather too far, for having got Blankey on his back, as they were descending a rugged declivity, it struck him, that the most expeditious method of enabling his burthen to arrive at the bottom, was to throw him over his head, and by the force of gravity, force him in a rotatory motion to reach the surface below. It however frequently happens, that an individual is caught in the trap which his dexterity or his cunning has prompted him to lay for another, and in the present instance, *Alwak* in attempting to disencumber himself of his load, lost his own footing, and rolling over and over, he arrived at the bottom before Blankey, whose descent was impeded by a mound of snow, and the laugh, which he had intended for another, was turned against himself.

It is the current opinion amongst physiologists, that the particular trait of character known by the appellation of humour, is not to be found amongst the savage tribes of the human race, nor can it be said to be the effect of either education or culture. It is a distinct natural property, and some men have a greater aptitude for the enjoyment of it than others. It is not every one who can even enjoy the humour of a Liston or a Matthews, for from a particular obtuseness of mind, they are not able to discover in what the joke consists, much less to enjoy the application of it. In some respects, however, the character of *Alwak* belied the opinion of the physiologists, he was in reality an untutored savage, and yet there was at times a display of humour about him, which, although, it might be thrown away upon his immediate associates, was highly relished by Commander Ross, and rendered him a decided favorite. The character of *Ooblooraiak* was of a very different calibre; a smile was very seldom seen to sit upon his countenance, and all the attempts of *Alwak* to excite fun and merriment were met with a decided expression of contempt, nor did *Alwak* appear to be ignorant of the real character of his companion, for he seldom ventured to pass any of his jokes upon him, and those, which he did pass, were obliged to be so softened down, that their application was scarcely perceptible.

Whilst Commander Ross was pursuing his scientific researches, Capt. Ross was comfortably located in the cabin of the *Victory*, receiving the visits of the Esquimaux, who were looked for regularly every day, but who, so far from bringing any commodities to sell, were reduced almost to a state of positive starvation, particularly the individuals, who had established themselves in the immediate vicinity of the *Victory*. The subsistence of these people depended entirely upon their success in the seal fishery, but, for some time, they had not been able to catch a single seal, and were therefore obliged to apply on board the *Victory* for their present maintenance. Notwithstanding on the 5th, that it blew a most tremendous gale, accompanied with snow, the poor hungry creatures came to the ship, imploring the gift of some seal, as they, and their children were starving: this circumstance being reported to Capt. Ross, he ordered a seal to be thawed and skinned, for it must be observed that the seals in two hours after their capture become as hard as an anvil, from the severity of the frost, and cannot be applied to any purpose until having undergone the process of thawing. The steward was instructed to tell the Esquimaux to wait until the seal could be got ready for them, but they most probably did not understand him, and with the most dejected countenances directed their steps towards their huts. When the seal was ready, the steward repaired on deck to distribute the food to the natives, but to his great surprise found they had departed. He was however immediately despatched by Capt. Ross to bring the natives back again, and, with great thankfulness, they returned and made a hearty meal, taking back with them a sufficiency to supply them for the morrow's sustenance. During the season of want, one of the women came to the ship, crying for food, bringing her grandson, with her and she remained a length of time imploring with the most pitiful countenance some relief for herself, and her infant charge. It was, however, not until a lapse of some time, that Capt. Ross would give permission for the seal to be put before the fire for the purpose of thawing it, but in the afternoon another woman came and brought four children with her, when their cries for food were so distressing that they

penetrated the heart of Capt. Ross, and he issued his orders to Buck (who became afterwards totally blind,) to skin a seal and to put it before the fire to thaw; but so great was the hunger of the poor wretches, that they took the knife out of Buck's hand, cut the seal open, and proceeded to carve up the animal according to their own fashion, giving their children every now and then a slice to eat, reserving to themselves the congealed blood, that was found in the interior of the carcass, and which was frozen quite hard. The weight of the seal previously to being skinned was 180lbs; making the allowance of 40lbs for the skin, the carcass on being stripped was 140lbs, but after the women and their children had satisfied their appetite, the weight was only 112lbs, which gives the scarcely credible quantity of five pounds to each person, a mass, which it would be hardly imagined, that the most elastic stomach could contain. The little urchins had so over-gorged themselves that their respiration seemed nearly to be stopped, and they waddled along, as if they were scarcely able to carry the load that was within them. The only return, however, which Capt. Ross received for this act of kindness, was the consciousness in his own breast, that he had performed an act of humanity in alleviating the wants of his suffering fellow creatures; for so far from making any attempt to testify their gratitude, they took their departure with the utmost coolness, giving the crew to understand that after a *senik*, they should return to partake of the remainder of the seal, which they in some degree considered to be their own property; for after having satiated their appetite, they did not wait for the steward or Buck to dispose of the remainder, but one of the women lifted it from the ground, and throwing it into a corner, placed her broad arrow upon it, as it was not to be touched again until her return.

The hurricane continued during the whole of the 6th, and as it was attended with a heavy fall of snow, drifting in every direction, some apprehensions began to be entertained for Commander Ross, who was by necessity exposed to the full violence of the storm, without perhaps the possibility of finding a shelter. It was agreed upon, on the departure of Commander Ross, that a

rocket should be let off every night precisely at ten o'clock, and that two blue lights should be kept continually burning at the top of the jury main-mast, in order to guide him to the ship, in case that he should reach its vicinity during the night. In conformity therefore with this arrangement, the rocket was fired at 10 P.M., and the blue lights hoisted; but, from the violence of the wind, it was found scarcely possible to keep them alight; a quarter of an hour was the utmost that the lights could be kept burning, but in the intervals of their being re-lighted, a rocket was fired, which rendered it next to an impossibility that Commander Ross, if he had arrived in the vicinity of the ship, should mistake his route.

It is impossible to describe the astonishment, which sat upon the countenances of the Esquimaux, who had built their huts contiguous to the ship, when the rocket ascended. On the first night that it was let off, two of them had returned from the seal-fishing without success, and at the very moment when they had reached their habitation, the rocket went off, throwing a faint glare over their huts, and giving to the whole scene a romantic character, which to their untutored minds, must have appeared as the work of some most superior beings, and for which it was impossible for them to assign an adequate cause. Ignorance and superstition are generally in close alliance with each other, and credulity usually steps in to complete the triumvirate. In regard to the latter, Capt. Ross had so worked upon their natural infirmity, that they entertained the belief, that he had in some respects, the very elements under his subjection, and that if it were his gracious pleasure, he could direct them to the very spot, where the seals were to be caught. The ascent of the rocket was, in their opinion, nothing less than a messenger of fire, which Capt. Ross had sent to some of his dependent spirits above, to summon them to his presence on matters of importance; and so strong is the principle of self-engrafted in every human being, sage or savage; that the Esquimaux verily believed, that those matters of importance solely related to some affairs connected with themselves. In verification of the opinion which they had formed of Capt. Ross; on the

morning subsequently to the firing of the rocket, the Esquimaux came on board in quest of food, when Capt. Ross, pointing to a particular direction, told them, that if they would direct their course to that quarter, they would infallibly catch a seal. In full reliance on the truth of this statement, although it then blew a heavy gale, the Esquimaux departed, and by one of those strange coincidences, on which sometimes the very fate of a human being depends, a seal was in reality caught, and Capt. Ross ever afterwards stood in their estimation as a supernatural being.

The stormy weather continued during the whole of the 7th, but unaccompanied with snow; still, however, it was by no means propitious for the objects of Commander Ross' excursion, and personally considered it was sufficient to daunt the stoutest heart, and to render nugatory the most judicious plans. Commander Ross was not, however, one of those characters, who are deterred from the prosecution of any particular pursuit, by the first trivial obstacle that may present itself. There were only two points, which Commander Ross sought to attain, either complete success, or the thorough conviction that it was altogether unattainable; he was never satisfied with half and half measures, and as long as a glimpse of success was held forth to cheer him on his way, he never looked backwards with despondency—nor forward with despair. He was a man cut out by nature to achieve some great work, and we will venture to predict, that if the North West Passage be ever discovered, that discovery will be accomplished by Commander Ross.

The 7th April was a memorable day on board the Victory, as on it the fate of the steam engine was decided upon, irrevocably, and unalterably. A report had been drawn up by Capt. Ross, stating the manifold advantages, which he had derived from the use of the engine, whenever it could be made of any use at all, which was to be carried to the credit side of the engine, for the examination and approbation of all those concerned, directly or indirectly, in the rational project. Unfortunately, however, after straining and stretching the memory to bring to recollection the exact time and place, when and where the enjoyment

of the great benefits of the engine took place, Capt. Ross found himself in the situation of the bankrupt, who has been racking his brain for some time to invent a few items for the fabrication of his balance sheet, and cannot discover one, with which he can hope successfully to impose upon his creditors. He certainly recollected that the starboard and larboard paddles could scarcely ever be brought to work together at the same time; therefore, by dividing the operations of the two paddles under respective heads, something like a favorable account might have been manufactured. But then, when he began to consider the debit side of the business, what an array there presented itself before him! for, from the time of their departure from Limehouse, to their arrival in Felix Harbour, there was scarcely a day, with the exception of the 31st June, and the 31st September, that some mishap or accident to the engine was not recorded in the log book. Notwithstanding, however, the complete failure of the engine, and its total inaptitude to the navigation of the Polar seas, when exposed to heavy ice, Capt. Ross perseveres, in his examination before the committee of the House of Commons, to deliver his opinion, that steam navigation is perfectly applicable in those seas, although his own experience, and that of every one of the crew completely contradicted it. The 192d question runs thus:—

How long were you enabled to make use of the paddle wheels of your steamer, after you reached the heavy ice?—*The steam-engine gave way before we reached the ice. We never were much among the ice with it, but as far as I could judge, they would answer uncommonly well. They answered quite beyond my expectation.*

From your experience in navigating the Polar seas, do you think it possible to navigate those seas with a steam boat, with the paddles projecting from her side?—*Far better than in any other mode.*

Are not the paddles peculiarly subject to damage?—*They were peculiarly constructed for the purpose, so that I could raise them out of the water at pleasure; one man was sufficient to disengage the paddles entirely from the engine, and raise it out of the water, and out of the way of pressure*

And it was so contrived, that you conceive steam to be applicable to the propelling of vessels in the Polar seas?—*Yes.*

We are totally at a loss to conceive in what manner Capt. Ross can reconcile this evidence with the actual facts, which took place with the engine, every one of which goes to falsify the opinions, which he expressed before the committee, and which we really think that he never would have uttered, had he been aware that documents were in existence, and that too in our own hands, by which publicity has been given to the whole account of the steam engine, its erroneous construction, and its entire failure. Was he trying an experiment of how far he could play upon the credulity of the members of the committee, when he declared, that the paddles answered quite beyond his expectation; at the same time that the truth was staring him in the face, that they were not of the slightest use to him? He may indeed qualify his assertion by the quibble, that he does not say that his expectations were great, but merely, that the paddles answered quite beyond them; they might therefore have been directly low and contemptible, and yet the results have far exceeded the expectation, which he had formed. We know, that the whole affair of the steam engine is a thorn in the sides of certain individuals, and we do not hesitate to state that an application was, indirectly, made to us to pass over it in a brief and cursory manner; how far we have thought proper to attend to that application, certain parts of our work are well able to testify; but relying, as we do, upon the veracity of our informant, and whose statements have been corroborated by another party, we declare that the opinions expressed by Capt. Ross before the committee, are directly at variance with his own experience, and that of the whole of his crew; and further, that the opinion of Capt. Ross is declared to be erroneous, by the evidence of Commander Ross, who unequivocally states his objections to the use of a steam engine in the Polar seas, and that the navigation of them can only be accomplished by sailing.

It was, however, on the 7th April that Capt. Ross sent for Mr. Brunton and Mr. McInniss, the two engineers, into his cabin, to whom he read the report, which he had drawn up relative to the

steam engine, the result of which was to pronounce its condemnation, and the application of its parts to any other purposes for which they might be required. It was impossible for the engineers to raise any opposition to the condemnation of an article, of which no effectual use could be made, and which in its unserviceable state, was a heap of lumber in the ship; whereas its most useless parts could be applied as articles of barter with the natives, and be the means of filling a few more flour-tubs with skins, trousers, and hoods. The fate of the steam engine was, however, sealed; Brunton and McInniss affixed their signatures to the statement as drawn up by Capt. Ross, which went so far as to exonerate him from all blame in the inefficiency of the machine, and that every exertion had been used to make it applicable for the purposes, for which it was intended; but that a great difference had been discovered between a steam engine, and an engine that is to be worked by steam; for although the former may be complete and integral in all its parts, it by no means follows as a certainty, that it will perform a single one of its evolutions with accuracy and safety, as was exemplified in the engine, that was on board the Victory.

The abandonment of the steam engine, however, gave a new character to the ship, the ponderous and unseemly paddle-boxes were unshipped, the funnel was removed, which elicited the joke from the sailors, that they had fortunately got rid of one thing on board, which was a *great bore*, although there were some other things, or persons deserving of that character, from which they could not so easily emancipate themselves.

On the following day the violence of the wind ceased, and a prospect of fine weather presented itself. Some of the Esquimaux came to the ship for food, amongst whom, was a young man, who had an aged mother, scarcely able to crawl out of her hut, and who was almost in a state of complete starvation. His young wife had just brought him an addition to his family, and she was then pining with want. A few rashers from the ribs of a seal, would, it was alleged, greatly revive her; at the same time, she was not very particular whether they were raw or cooked. It may be, that the constitution of an

Esquimaux woman is formed in a different model to that of a European; but, at all events, although it could not be expected of the latter, that she should deport herself with all the masculine strength of the former, yet perhaps were she to emancipate herself from many of those effeminacies and puerilities, which custom may have sanctioned, but which reason and nature condemn, there is very little doubt, but that herself, and her offspring would be considerable gainers by the change.

The required relief to the aged mother and the lying-in lady was granted, the latter of whom became, for the two or three following days, a kind of daily pensioner upon the ship, her husband coming regularly for the rashes; but in proportion as she recovered, her taste appeared also to undergo a variation, for towards the latter part of the husband's visits, the preference was given to the slices off the hinder part of the seal, as being more substantial and strengthening.

In the evening the six pounder was fired, and two rockets let off, with a light burning aloft during the whole of the night. Orders were issued to the watch, to keep a good look-out for Commander James, whose arrival was as likely to take place during the night as in the day time; for there was no comfortable inn where he could repose for the night, nor even a habitation in which he could seek for shelter. If the imagination were to employ itself in fancying a scene of the most utter desolation and wretchedness; a more appropriate one, perhaps, could not be selected, than an individual in the situation of Commander Ross, travelling in the darkness of night, over trackless deserts of snow, exposed to all the violence of the elements, and at a distance from all support or assistance. It is only the heart trebly steeled with resolution and courage, that can carry a man through scenes of so appalling a nature; and a degree of compatriot pride rises in our breast, when we think, that our country can be the parent of such men, who estranging themselves, from all the comforts and luxuries of civilized life, devote themselves in the pursuit of knowledge and science, to the severest privations and sufferings, to whom danger appears habitual, and fear an emotion, which they never felt.

On the 9th, the hurricane returned with greater violence than on the 7th, and so great was its force, that it was scarcely possible to stand on the deck, without clinging to some object to prevent being blown over-board; the rocket was attempted to be let off at the regulated hour, but it was blown right off the ship, without ascending higher than the top of the main-mast. The weather moderated a little on the 10th, and the crew resumed the labor of unbanking the ship, which was found to be a task not so easy of execution: as the snow, from its exposure to the frost during the whole of the winter, had assumed a hardness, which rendered the cutting of it similar to that of cutting stone. Three Esquimaux came from the north; and, at thirty minutes after five, Commander James returned in safety, with the whole of his party, *Alwak*, being his *avant courier*, to announce his approach. They brought with them some salmon, and the entrails of rein-deer, the former of which were caught on the preceding August, and had since that time been buried under rocks, with several feet of snow on the top of them; they also brought with them three canoes, one of which was purchased by Capt. Ross. It was the intention of Commander Ross to have continued his researches, but his provisions fell short, owing in some degree to the extraordinary gluttony of his Esquimaux friends; and when he arrived at the ship, he had not tasted any food for twelve hours. A lump of seal weighing about 12lbs., was put into the oven for the two Esquimaux, but so greedy were they after food, that they would not wait until it was thoroughly done, but became so importunate to the cook to take it out of the oven, that he at last consented; and perhaps a more complete exhibition of savage rapacity, was never before witnessed.

The distance, which Commander Ross travelled on this occasion, was about 70 miles in a S.S.W. direction, but not the slightest indication of a passage presented itself. He crossed a number of very large lakes, which, according to the report of the Esquimaux, abound with salmon of a very fine kind; and it is to these lakes, that they repair in the summer months, for the express purpose of carrying on the salmon-fishery, which

is their principal maintenance during that time, and the residue they bury in the snow, as a provision for the ensuing year. A large herd of rein-deer were seen, steering their course to the northward, but they never came within the range of Commander Ross' shot.

A singular circumstance, however, came to the knowledge of that officer, during this excursion; viz: that during the congress of the Esquimaux at *Nichilli*, they are annually visited by some white people, who come from the westward; and from the description given of them, Commander Ross supposed them to be a family of Russians or Danes. Their avowed object, in paying this visit, was to traffic with the natives for seal skins and walrus teeth; but as to their permanent place of abode, or by what means or conveyance they were enabled to reach the country of the Esquimaux, was a problem, which could not be solved. It was, however, a circumstance on the whole, to which Commander Ross attached a considerable degree of importance; for should he be so fortunate as to fall in with those people, some positive information might be obtained from them, relative to the adjacent coasts, which might direct him in future as to the course which he had to steer, and solve all his doubts as to the existence of an open sea to the westward. If these wandering merchants belonged to the Russians, little doubt then existed that they had arrived at the Esquimaux country by the passage of Behring's Straits, and then by the Great Bear and the Great Slave Lakes, to the annual meeting of the Esquimaux at *Nichilli*. There was, however, one circumstance which went to invalidate that opinion; which was, that in no part of either of the journeys of Capt. Franklin, does he make any mention of any part of the country through which he passed, being visited by any Danish or Russian merchants; nor was any information elicited from the Indians, which could warrant the conclusion, that any part of their country had ever been visited by a people, who answered to the character of those, which had been described to Commander Ross. The conjecture was in some degree plausible that they might belong to one of the Anglo-Russian settlements situated to the eastward of Behring's Straits; but a strong ob-

jection existed to the truth of that conjecture, on account of the great distance of *Nichilli* to the nearest of the Russian settlements, and the consequent impracticability of transporting their accumulated merchandize to so great a distance, over a country abounding in natural obstacles, and where the means of transportation could only have been acquired by a combination of human effort, which could not be supposed to exist in so desert and uninhabited a country. It was, however, a subject which particularly engrossed the attention of Commander Ross; and, should, on the breaking up of the weather, and the liberation of the *Victory* from her present imprisonment, no immediate prospect present itself of effecting a passage to the westward, it was his determination to repair to *Nichilli*, where he had every hope of obtaining the information, of which he was so much in want.

Amongst the natives, who visited the ship on the 10th, was a woman, who had suffered so severely by the frost, that her heels were completely bitten off, which obliged her to walk on her toes; in fact, her whole feet were a piece of deformity, but nevertheless she contrived to keep up with her companions, on their different excursions, nor was she ever known to complain of fatigue.

Ooblooraiak and *Alwak*, the two companions of Commander Ross, remained on board during the whole of the night; but notwithstanding the great fatigue, which they had undergone, the latter felt no great disposition to sleep, and he therefore thought, that it was most rude and unpolite in his companion, seeing that he could not hold any conversation with the people on board, to leave him to amuse himself with his own thoughts, which, as being engendered in the mind of an Esquimaux, could not be supposed to be of the most refined and elevated cast. *Ooblooraiak*, therefore, no sooner rolled himself up to take a *senik*, than he received a most ungracious thrust in his side from the elbow of his more vigilant companion, which appeared at first, however, to have no more effect upon him, than if it had been applied to the frozen body of a seal. The visitation, however, came at last frequently, that the wrath of *Ooblooraiak* was at length aroused,

and the sailors for the first time had a specimen of the pugilistic skill of the Esquimaux. It, however, did not consist in inflicting any punishment on the face or body, by the visitation of the fists, but in the quantity of hair, which could be pulled from the head; and severe indeed was the shaking, which the head of *Alwak* received from his more powerful and muscular antagonist. It became at last a question, whether any hair would have been left on the head of *Alwak*, if the sailors had not interfered, and put an end to the contest, by removing the assailant to another berth, where he could enjoy his repose, without the risk of receiving any further annoyance.

Whatever their animosity might have been during the period of the conflict, it appeared to have wholly subsided on the following morning, as they sat at their breakfast of baked seal; and so little malice did *Ooblooraiak* seem to entertain towards his companion, who had so mischievously and viciously attempted to deprive him of his sleep, that with the greatest good nature, he offered him the choicest cuts from the joint, at the same time helping him to the greater half of the viands, that were smoking before them. Their repast being over, they were summoned into the cabin, where each of them received a file from Commander Ross; and he took this opportunity of hinting to *Alwak*, that if he felt no objection to remain on board the *Victory*, as one of its inmates, and accompany him to his own country, he might then remain, and every thing should be done to render him comfortable and happy.

This offer came so unexpectedly upon *Alwak*, that he scarcely knew what answer to give. There was something so superior in this young man, to any of the others, who had been taken on board the *Victory*, with the view of humanizing them, that even Capt. Ross imbibed a partiality for him, and *Alwak* ultimately agreed, that he should be allowed to take two *seniks* before he gave his decided answer; and taking a friendly leave of the officers and crew, he set off to join his tribe.

There is, however, one passion prevalent in the world, which has created more mischief, defeated more plans, and been the cause of greater changes in every relation of life, than all the

other passions combined, to which the animal man is subject. It must be allowed, that climate has something to do in the generation of it, and consequently, that it glows with greater intensity under an Italian sky, than under a Siberian one. Now it appears, that *Alwak* was just of that age when this extraordinary passion begins to show itself amongst the youths and maidens of the Esquimaux people, although it frequently happens, that no object is to be found, which can call that passion into action; and as reciprocity is an essential feature of its existence, it sometimes dies away, on either side, without producing any of those effects, which so particularly distinguish it in other countries. It is said, and really believed by some simpletons, that there are two places, in which this passion never displays itself, and those are, a monastery and a nunnery; we, however, know from experience, that although it may be convenient for the inmates of those establishments, to impress such a belief upon the bigoted, credulous catholics; they may, in some respects, be considered as the very hot-beds of the passion, and that the effects of it as regularly exhibit themselves, as in an Irish village. If, however, the generation of that passion is in the least dependent upon the temperature of the air, (and it is allowed to be so, by all those, who have deeply studied the subject,) it must be admitted, that an Esquimaux hut is the very last place that a connoisseur, or more properly speaking an *amateur*, would look for a display of it. It happened, however, that in the hut contiguous to that, which was the domicile of *Alwak*, lived the fair damsel *Narluwarga*, then at the blooming age of sixteen, but whom *Alwak* had chosen as his wife, at the age of four, when he first beheld her infant feet making their impression on the snow new fallen; and the great difference between an Esquimaux and a European, in an affair of this sort, is, that the former has the means always at hand, of discovering before marriage, whether his future spouse has any pretensions to the character of a shrew or a termagant; and the latter, unfortunately for him, has no means of effecting that discovery, until all that is left for him, is, to submit himself quietly to the evil, until death kindly steps in to relieve him from it.

On the arrival of *Alwak* from the Victory, great was the joy of *Narluwarga*, on again beholding her betrothed husband; he showed her the file, which had been given to him, and he also showed her a small bar of iron, which had not been given to him, but which, by some means, that out of respect to his character, shall not be mentioned, had found its way into his trousers; and greatly delighted was *Narluwarga*, with the riches that her intended spouse had so unexpectedly come into possession of.

Narluwarga was not like Sterne's Maria, of the finest order of fine forms; for like the shrubs and flowers of her country, her stature was stunted and dwarfish; and whatever sweetness she possessed, which nature had been pleased, in one of her most niggardly humours, to bestow upon her, had, in the verification of the poet's words, been literally wasted on the desert air. Beauty is indeed an ideal thing, the wayward child of a vagrant fancy, shifting like the ever-varying cloud, and equally as fleeting and evanescent; admitting, therefore, our ignorance of the standard of beauty, as acknowledged by the Esquimaux judges, it might happen, that although *Narluwarga* could not have enjoyed the pre-eminence, of being the reigning toast in the latitude of London, she still might be in the eyes of *Alwak*, all that the eye can look for, or the heart wish for, in woman.

It appears, that the Esquimaux are subject to the same accidents and casualties in life, as the natives of more favored regions, and that with them the transition from joy to misery is sometimes as sudden, as the climate in which they live, is from storm to sunshine. Scarcely had the blush of joy mantled over the cheek of *Narluwarga* on the return of her betrothed to his home, than the paleness of despair broke through the oily smearment on her countenance, when the offer was pronounced, by *Alwak*, of conveying him to the country of the *Kabloonas*, by which it was clear to her, that she ran the risk of ever becoming a wife—at least not the wife of her betrothed *Alwak*. The moans and sighs of the unhappy girl, sounded throughout the night in her now miserable home; and they would doubtless have penetrated to the ears of *Alwak*, had the snow been of that porous nature, as to admit of their passage through it; but the rays of the sun had no sooner gilded

the jagged summits of her native hills, than she was seen bending in the attitude of the deepest sorrow, at the entrance of the hut of *Alwak*; and another proof was given, that they are in error, who declare that steam is the most powerful agent, that is known on earth; for there is one, in whatever clime, or by whatever people it may be exercised, that is superior to it—and that is a woman's tears. Fast they fell down the cheeks of *Narluwarga*, and her nose came in contact with that of *Alwak*. *Anneel yanga*, (shall I go,) exclaimed *Alwak*. *Nakka! Nakka! Ossarsaree Alwak*. (No! no! beloved *Alwak*,) answered *Narluwarga*. *Owanee Anneel yanga*, said *Alwak*, (shall I go far off?) *Tokoo-woke!* (Die I shall!) cried *Narluwarga!* and their noses again met each other in affectionate friction. The die of *Alwak* was cast, and so was that of *Narluwarga*; a woman's tears had again determined the destiny of a human being, and on a single moment depended the brightness, or the darkness, of the warp and woof of the web of his future happiness.

In the mean time so sanguine were the officers of the *Victory*, in the acceptance of the offer made to *Alwak*, that orders had been actually given to prepare a berth for him; for, even if he were able to withstand the dazzling splendour of the offer, and all the inestimable advantages, which were held out to him, or likely to accrue, on being admitted into the society and fellowship of civilized beings, yet it was supposed, that the great attachment, which he professed to entertain towards Commander Ross, would probably overcome every other consideration; such as the love of country, of kindred, of native habits and native customs, and other such amiable feelings, stigmatized as weaknesses by the philosopher and the stoic; but they had not taken it into their account, that the passion of love can warm the breast of the seal-clad Esquimaux, as well as the voluptuous Andalusian; and above all, they could not suspect, from the general conduct of *Alwak*, from his continual gaiety and light-heartedness—that his was a breast, which had ever succumbed to the power of love.

Great was, therefore, the surprise of the assembled officers, when, on the following day, as they were seated in their cabin

the arrival of *Alwak* was announced, who, they could not suppose, was come for any other purpose, than to enlist himself in the marine corps of the *Victory*. When, however, the information was conveyed to them, that he declined the tempting offers, that had been made to him, he was characterized as one of those individuals, who are wilfully blind to their own interests, and will not accept of the good gifts of Fortune, when it has pleased her to throw them in their way; but when it was proclaimed, that the reason of his non-acceptance was the urgent entreaties, the tears and the sobs of a love-sick damsel, to whom he was shortly to be married—A fool! a fool! a motley fool! exclaimed the whole assembly; and *Alwak* was sent back to his hut, and his *Narluwarga*, to console himself, in her tender embraces, for the loss of all the great and manifold advantages, which he would have derived from his civilization

With the return of the spring, the country began to assume a new appearance; and something of a romantic character was given to it, by the various parties of Esquimaux, who were seen at a distance, directing their route southwardly from the stations, which they had occupied during the winter. It is, however, in general, direct want that impels these nomadian tribes to wander to other countries; for, having exhausted their stock of provisions, and the seals having also migrated to other quarters, they are by necessity forced to return to those particular places, which they had frequented in the preceding summer, and where they were certain to find a supply of provisions, which they had buried under the snow; and so keen is their instinct in directing their course to the exact spots where their treasures lie buried that they might be almost supposed to possess the exquisite scent of the dog, so unerring is the course which they pursue. Early on the morning of the 12th, one of those tribes was seen directing their march from the northward to the southwest, in search of rein-deer; but, although they were in sight of the ship, they held on their course, as if disdainingly to notice it, or to trouble themselves about those, who were in it.

In the last excursion, which Commander Ross took, he felt himself often in the greatest dilemma, on account of the in-

possibility of crossing the narrow streams and inlets, which obstructed him in his progress, and which often obliged him to deviate from the track, which he had pointed out for himself; thereby not only losing a great deal of valuable time, but actually defeating the object of his excursion altogether. It was, therefore, his principal business, on his return to the Victory, to set the carpenter to work to construct a travelling boat of so light a make, as to be fit to be carried on a sledge, and launched, as the occasion might require.

Whilst the carpenter was employed in the building of the boat, the engineer was set to work to knock the cylinders of the steam engine to pieces, for the purpose of making lee boards for the ship, which it was supposed would be found of essential use in the navigation of the vessel, when close in shore, or in the narrow straits between the many islands, which lay directly in their course to the westward.

On the 13th, the wind came on to blow hard from the north east, accompanied with sleet; as a natural occurrence, however, little notice was paid to it, the attention of the crew being called to a circumstance of a more important nature, and which certainly interested them more at that time, than if the wind had blown from all the two-and-thirty points of the compass at the same moment. This memorable event was a sudden order issued by Capt. Ross, that the school from that day was to be discontinued. The motive for this most unexpected order, was canvassed with much gravity, in the different berths of the sailors, and various were the conjectures and surmises, which were circulated upon the occasion. By some it was conjectured, that the order did not specifically mean a discontinuance or a breaking up of the school, but merely a suspension, on the principle, that every school has its vacation; and as the labours of the preceptors had now been continued unremittingly for six months, it was time that some relaxation should be allowed them; and as Easter was near at hand, the suspension of the school was to be considered as the Easter holidays. When, however, it was ascertained, that the order extended to the actual dissolution of the school, a private examination took place, of the proficiency, which the scholars

had made in the respective branches of learning ; and whether it was their perfection, which rendered it unnecessary to continue the scholastic duties any longer. This was, however, a subject of a very delicate nature, for it went to expose certain individuals to an examination, which could not be very agreeable to them, and the exact result of which it was not difficult for them to foretell. This examination, however, in consequence of some able manœuvres practised by the interested parties, was never entered into ; and after tacking in every direction, to discover the real cause, it was determined, that the case had only two sides, from which it could be regarded ; the first of which was, that the preceptors had made the discovery, that they were incompetent to teach ; and the second was, that the discovery had been made, that the pupils were too stupid to learn ;—from our own knowledge we are disposed to lean to the latter view of the case ; although actuated by a genuine spirit of liberality, we are bound to confess, that if a field will not produce any crops, the fault is to be ascribed to the ignorance and incompetency of those, who have the tillage of it ; for the soil may be in itself naturally good, but rendered unproductive by an erroneous system of management ; on the other hand, there are some soils that, with the most skillful management, still retain their natural barrenness ; perhaps the mental soil of the pupils of the Victory, was of the latter description ; and therefore the tillers of it deemed it to be the most prudent method, to give themselves no further trouble in the business.

In a former part of this work, mention was made of a sledge that was purchased of the natives, by Mr. Light, the steward, the principal materials of which were known to be salmon lapped over each other, with great ingenuity ; and which is a method, frequently adopted by the natives, of conveying their stores of salmon to their different stations ; as, at any time, when pressed for food, they can cut up a sledge, and a supply is immediately obtained. In the present case, the sledge had been left exposed to the influence of the sun ; and the steward, in some measure forgetting the nature of the materials of which it was formed, or not perhaps suspecting that any change in the salmon could

be effected by the heat of the sun, had omitted to pay that attention, which common prudence or caution should have prompted him to do. An accidental circumstance, however, led him to the examination of the sledge, when he found it fast falling to pieces; for the salmon had been gradually subject to the process of being thawed by the solar power; and therefore, without any further deliberation, he took one of the salmon, and having thoroughly thawed it, it was produced on the breakfast table; and although there were some rather unpleasant associations stored up in the memory, relative to a trout, and a certain part of a musk ox; yet it was generally agreed upon by all who partook of the salmon, that although it had answered many purposes, of which they were conscious, and some perhaps of which they were happily ignorant, it was no despicable addition to the breakfast table; and the sledge, in consequence, underwent a regular dissection, by which a supply of salmon was procured, which furnished many a hearty meal, both for the officers and the crew.

On the 14th, several Esquimaux came from the south east, and fished in the very mouth of the harbour, where the Victory lay. The anglers of the Thames and the Lee, would do well to take a lesson of patience from an Esquimaux fisherman, for, squatting himself on the bank of his fishing place, a casual observer would take him for some nondescript animal, bereft of all motion; for an hour to him is not an hour ill spent, if in that time he succeeds in catching a fish. His bait is generally a bit of seal's blubber; but he has not the delight of the English angler, in watching the bobbing of his float on the nibble of the fish, for the best of all reasons, that he never condescends to use one; the tug of the fish is the signal of his capture, when he manages his prey with a coolness, which is very seldom observable in an English angler. The Esquimaux had not the slightest idea of catching fish by means of a net, until they saw it practised by the crew of the Victory; but it was an advantage they were obliged to forego, on account of the impossibility of procuring the materials necessary for the formation of the nets.

On the 17th, two men were sent over the ice to cut a hole, for the purpose of measuring the thickness of the ice, that is, since it had been examined on the commencement of the winter; when it was found, that the ice had increased $7\frac{1}{2}$ inches in thickness, which, to the commander of the expedition, was rather a discouraging circumstance, as it was indicative of the labor and delay, that awaited him, before he could be emancipated from his present situation.

On the same day, Commander Ross and Blankey went to explore the North Bay, and to find the huts of the Esquimaux; the former was a matter of complete disappointment, for, so far from the result presenting any favorable circumstances, it tended to convince Commander Ross, that the Victory was in one of the many bays, with which that part of the country was intersected, and which did not appear to have any communication with a westward sea.

On the 18th, being Sunday, the service of the day had scarcely finished, when an Esquimaux brought back the door of a glutton's trap, which his brother had stolen; and it was ascertained, that in this instance, the homely phrase, of the biter being bitten, was completely verified. It was not the value nor the utility of the trap door, which had induced the Esquimaux to steal it; but as he was not known to be the thief, by those to whom it belonged, it was his intention to take upon himself the character of an honest man, and to restore the stolen property, with the expectation of receiving something as a reward for his honesty, which might be of more use to him than the trap door. He communicated this plan in confidence to his brother, who gave it his entire approbation; but at the same time he pondered within himself, whether it would not be the act of a brother, to relieve him from the trouble of taking back the stolen property; and, as the case was decided in the affirmative, he obtained possession of the trap door, and hurried off with it to the ship. Here he found, however, to his great mortification, that he had been reckoning without his host; for the parties, to whom the stolen property was restored, expressed themselves satisfied at its restoration; but as to any reward, it was directly opposite to

their mode of action, to reward an individual for restoring property, which he had stolen; the Esquimaux asserted, that he was not the thief; that, however, did not alter the merits of the case, the property had been stolen; and having only the bare word of the Esquimaux, that he was not the thief, he was ordered to take his departure from the ship, which he did accordingly; secretly determining within himself, never to take upon himself again, the character of a restorer of stolen property, without he was certain of being rewarded for it.

Although the Esquimaux, who had established themselves in the immediate vicinity of the ship, had so conducted themselves as not to give any particular offence to the crew of the Victory, yet their society in the immediate neighbourhood, was not to be much coveted, for an extra degree of vigilance was required to be observed, and every article obliged to be carefully stowed away, which was likely to be within their grasp to purloin. It was, therefore, a matter of great satisfaction to Capt. Ross, when, early on the morning of the 19th, an unusual bustle was observed amongst the Esquimaux huts; and in the course of three hours he observed, that they were totally abandoned; and the former inmates with their dogs and sledges, and all their moveable property, were seen directing their course to the south west. No compliments passed on parting; no frothy expressions of their high consideration for each other, were exchanged. No tears of regret were shed; no declarations of their unalterable respect and esteem; no pledges of an everlasting affection, passed between a single individual on board the Victory, and any of the lovely maidens of the tribe: unlike the Jews, when they were driven out of Israel, the Esquimaux did not think their former habitation worthy of a single parting look; but they left it with all its desolations around it, as one which they never wished nor expected to see again. On the departure of the natives, their huts were visited by a party from the Victory; and the first idea, which struck them, was, how human beings could accustom themselves to live in such a state of the most utter wretchedness, or in what particular, life could by them be considered a blessing.

The stench in the interior of the huts was scarcely to be borne; and it was a matter of wonder to many, how the former inmates could have escaped those maladies, which are the consequence of continually inhaling a pestiferous atmosphere. In one corner of the hut was an elevation of snow, which had been the bed of the inhabitants, and it was made large in proportion to the number of the inmates. In the hut, which had been occupied by the entire family, as already mentioned, the bed occupied nearly half of the hut; it being thence evident, that father, mother, son and daughter, with their children, had but one resting place for all, the snow above, and the snow below; and yet, if their hunger could be satisfied, the day seemed to pass over them, without bringing with it any of the cares and anxieties, which accompany the toil and drudgery of the civilized being. The satisfaction of their animal wants appears to be the only object of their life; and those being supplied, they enjoy the repose of the satisfied animal, and awake only to make the best of their resources, whenever their appetite preys upon them.

An accident befel one of the men, on this day, who fell into the main hold, but he escaped with only a few bruises.

For some time, some secret murmurs had been heard amongst the crew, relative to the shortness of their provisions; for, whilst the table of the cabin was daily supplied with all the dainties, which the ship could afford, or the chase could supply; the crew were put upon a contracted allowance; at the same time, that the stock of provisions on board, did not require, that any change should be made in the quantity of food allotted to them. Finding that there was not likely to be any alteration made to their allowance, the crew made a formal complaint, on the 19th; and although it was first met with something like anger, and an accusation of an unfounded charge, yet, on the crew assuming a peremptory tone, it was judged advisable to accede to their demand, and the customary allowance was allotted to them. On this subject, the conduct of Capt. Ross met with the reprehension of those, who, in other respects, were disposed to regard his general conduct with indulgence and lenity.

The stores of his ship were yet abundant; and, according to his own admission before the committee of the House of Commons, there were provisions still remaining on Fury Beach, sufficient to last eleven months, and which he could make available for the use of the ship, immediately that the navigation was open. In regard to the reliance, which Capt. Ross placed on the stores at Fury Beach, there is one part of his evidence before the committee, which is calculated to excite great surprise, in which he distinctly states, that he should not have been justified in undertaking the voyage, if he had not known, that the stores of the Fury were in Prince Regent's Inlet. Now, above four years had elapsed since they were deposited by Capt. Parry on the beach; and since that period, no information had ever reached this country, of that place having been visited by any English vessel; nor was it likely that if any ship had visited that place, that they would not have appropriated to their own use some part of the stores, if not the whole of them. Now, we rather suspect, that if the examination had been followed up, by asking Capt. Ross, from what quarter he had obtained his information, as well as the latest date of such intelligence, it would have been a difficult task for him to have hit upon a satisfactory answer; but these sort of questions were not *upon the list*. At all events, it was a bold undertaking on the part of Capt. Ross, not to designate it by a stronger term, to sail upon an expedition, on the chance of meeting with some stores, that had been left four years previously, on a beach exposed to all the rigours of an arctic winter; when, although his informant, whoever he might be, had apprised him of their being still in existence on the beach, still he had forgotten, at the same time, to tell him, that they were in such a state as could be applied to the maintenance of his crew. The chances were against him, that he would find a single article fit for human food; and yet he unequivocally states, that he would not have undertaken the expedition, if he had not known that the stores of the Fury were perfectly available for the provisioning of his ship.

On the 20th, an Esquimaux came to the ship, bringing a seal, which now became rather a scarce article, and he was, therefore,

received with all the courtesy, which is shown to the individual, who presents himself before a man in office, with a hamper containing a haunch of venison; in comparison to the clodpole, who brings a rabbit dangling on a string, caught perhaps in the very preserve belonging to the man, to whom the present is offered. In general, the value of a seal was estimated at half a dozen nails, or two fish-hooks; but in the present case, a file was given for it; and many there were, who attempted to catch a seal, with the expectation of receiving the same reward.

Although some disappointment had occurred, in the case of *Pootwutyook* and *Alwak*, in inducing them to become candidates for the representation of the Esquimaux people, in the country of the *Kabloonas*; yet Commander Ross, not daunted by his previous failure, thought that he perceived, in a youth of the name of *Takkeelikkeeta*, certain rudiments and talents, which would just fit him for the situation of his guide, and attendant on his various excursions; and *Takkeelikkeeta* appeared not to entertain any positive objection to be received into the service of Commander Ross, under one important stipulation, which was—that, on no occasion, he should be stinted for food, but that it should be at all times ready for him, whenever his appetite demanded it. Although this stipulation might have been duly fulfilled, as long as *Takkeelikkeeta* was a resident on board the ship, yet, on an expedition, it might so happen, that no means were at hand, by which the stipulation could be fulfilled. On this circumstance being explained to *Takkeelikkeeta*, he agreed to accompany Commander Ross on an expedition, to a place called *Shagerwak*, where, from some vague information received by Capt. Ross, it was probable that some knowledge could be acquired, of the state of the country to the westward; especially as it was reported to be visited by a tribe of Esquimaux, whose station, during the summer, was said to be established on the shores of an open sea, which was never known to be frozen during the depth of winter, and the extent of which had never been ascertained by any of the tribe.

Accordingly, on the 20th, Commander James Ross, accompanied by Blankey and *Takkeelikkeeta*, set out on their expedi-

tion, with an ample supply of provisions; having an eye to the fulfilment of the stipulation with the young Esquimaux, and to guard against any chance of want, which had befallen Commander Ross on his previous excursion. Unfortunately, however, for that enterprising officer, he met with the same impediment to his progress on this occasion, as on the former one; for, not having any boat with him, to enable him to cross the creeks and inlets, some of which were so far thawed, that the water was some depth upon the ice, he found it actually impossible to reach the place of his destination; but not willing to return to the ship, without having enlarged the sphere of his discovery, as far as his limited means would allow him, he changed his course to the south west, determined to push his inquiries in that quarter, until the stock of his provisions was so far consumed, as to oblige him to bend his course homeward.

Early on the morning of the 23rd, Commander Ross returned, dispirited and discouraged; not a gleam of hope had shone upon him during his absence, to lead him to believe, that on their emancipation, they would be able to make any great progress to the westward. The supposed open sea to the westward of the strait of the Hecla and Fury, was now proved to be built entirely upon conjecture, and that the most direct obstacles existed, to the prosecution of the voyage in that quarter; settling thereby the question, that Capt. Parry pursued a wise course, in determining to return to England, instead of forcing his ships through the strait of the Hecla and Fury, where he would undoubtedly have been wedged in, and been obliged to pass another winter amongst those inhospitable regions. The strait of the Hecla and Fury is, after all, nothing more than a large inlet; the westward extremity bounded by the land which joins Melville Peninsula and Cockburn Island, so described on the maps, but not established by any indisputable authority.

The 23rd, was the anniversary of the Victory sailing from Woolwich, and it was also the king's birth-day; for the news of the death of George IV. had not yet reached the country of the Esquimaux. For the purpose of celebrating these two events, the ship was dressed out in all her colours, a salute of twenty-

one guns was fired, and a gill of rum was served out to each of the crew, to drink his majesty's health.

Whilst the preparations were making for firing the guns, *Takkeelikkeeta* was standing on the deck, close to the main hatchway, and, on the first explosion, coming as it did upon him unawares, he gave a jump, as high as the weight of his habiliments would allow him, and putting his hands to his ears, ran about the ship in the utmost fright and consternation. When the second explosion came, ignorant of the laws and discipline of the ship, he made no hesitation to betake himself down the companion hatchway, and bolted straight forward into the cabin, where Capt. Ross was sitting in the full enjoyment of his own company, which, to certain persons, is the most disagreeable company that can be selected. Capt. Ross, unused to such sudden visitations, in a place, of which he might be styled the autocrat, started, as if an apparition had come suddenly upon him, and greeted the intruder with one of those damnatory epithets, which form a part of the education of a sailor; but which, although

It was spoken in the tongue, which Shakespeare spake,

was totally incomprehensible to the Esquimaux, who, seeing no other place of refuge at hand, squatted himself under the table, his hands still applied to his ears, and the utmost alarm depicted on his countenance. Had a Polar bear taken possession of the cabin, Capt. Ross could not have shown greater indignation; and in no measured terms abused the watch for allowing the unmannerly savage to intrude upon his privacy; but it was a day of rejoicing, when some degree of relaxation in the discipline of the ship was allowed; and, on the intelligence being conveyed to Commander Ross, of the place, where his young *protegé* had taken refuge, he repaired to the spot; but it was some time before the commander could be made to comprehend the cause, which had driven his young charge to take a refuge in a place, of which it was as great a crime to violate the sanctity as of the dormitory of a nun. The firing had ceased; and twenty-one charges of gunpowder had been wasted in raising

smoke, and making a noise in commemoration of the birth-day of an individual, who, at that very time was rotting in his golden mausoleum; whose vices and debaucheries have rendered his memory infamous; whose reckless extravagance has engendered in the hearts of an impoverished people, a hatred of royalty; and whose name has gone down to posterity, as the synonym of lust and licentiousness.

If, however, *Takkeelikkeeta* had been informed of the cause of the noise, which had lately so much alarmed him, there cannot be a doubt, but his opinion of the excellencies of civilization would have been greatly enhanced; and, that his determination would have at once been fixed, to include himself amongst so rational and sensible a people; whose manner of expressing their joy consists in making the greatest possible noise in their power; in putting a few dozen of lighted lamps on the exterior of their houses; and sending up into the air, an illimitable number of sparks of fire, which are extinguished as fast as they are produced, and which end in a noise, which delights the fools, that are staring at it.

By degrees, Commander Ross succeeded in allaying the fears of *Takkeelikkeeta*; but no persuasion could induce him to approach that part of the ship, where the gun had been fired off. As an encouragement, Commander Ross gave him a file; but he made it known, that he wished to convey it to his parents, promising to return after two *seniks*. To this, Commander Ross raised an objection; informing him, that it was his intention to set out on another expedition in a few days, when his services would be required; and that if he would stop, an additional present would be given to him. *Takkeelikkeeta* appeared to acquiesce in this proposal, and was taken into the steward's berth, where the stipulation, into which he had entered, was fulfilled to the satisfaction of the young glutton, who, on this occasion, showed himself by no means inferior to any of his tribe, in the general elasticity of his stomach.

During the remainder of the day *Takkeelikkeeta* appeared to be perfectly reconciled to his situation; paying rather more than customary attention to the proceedings on board the ship, and

particularly to the carpenter, who was employed in making the travelling boat. At nine o'clock the steward sought for *Takkeelikkeeta*, to see him safe in his berth, and to give him his evening meal, but he was nowhere to be found. He had taken the advantage of the darkness to steal from the ship; heedless that a long and stormy night was before him, and with nothing to guide him in his way, but that natural instinct, which appears to be innate in the whole tribe of the Esquimaux. It was also discovered, that he had not been watching the motions of the carpenter, without some premeditated design, for a hammer and a number of nails were missing, of the destination of which no doubt whatever was entertained. Thus three attempts had failed to bring an Esquimaux youth within the pale of civilization, in all of which, the experimental party had been made the dupe of savage ignorance and duplicity; and individuals, who possessed the advantages of culture and education, were made the subjects of the low cunning and depraved artifices of the most unenlightened of their species.

On the 24th, the misfortune occurred of the launch getting completely under the ice, with little chance of recovering it, until the ice completely broke up, and then considerable risk was run of its being staved in, by the extraordinary pressure, to which it would be subject. On this day, the carpenter made preparations for caulking the ship, as the straining, to which she had been exposed, had opened several of the seams to a considerable extent, and which, if not timely stopped, might be of the most serious consequence to them in their future voyage.

A great number of Esquimaux came to the ship, on the 26th, who were directing their course to *Nichilli*. As this was the place, which it was expected was visited by some people answering to the character of the Russians or the Danes, Commander Ross determined to accompany them, and accordingly the steward was ordered to put up a stock of provisions, sufficient to last for ten days.

It was agreed, that Commander Ross, and Abernethy, one of the mates, should call on the following day at the huts, for the Esquimaux, who had stationed themselves in the North Bay, and

McDiarmid consented to accompany them as far as that place; but his absence from the ship could not be allowed for so great a length of time, as the excursion of Commander Ross would most probably occupy.

Early on the 27th, Commander Ross set out, but on his arrival at the huts, he found the Esquimaux very sulky, and little inclined to admit them of the party; this ebullition of their temper was said to be occasioned by a particular misfortune, which had befallen them; for so great was their belief in the supernatural powers of Capt. Ross, on account of some most extraordinary feats, which he had performed before them, that they in the fulness of their credulity verily believed, that he had it in his power to avert from them every calamity and misfortune; and, that as one had now occurred to them of a serious nature, they ascribed the occurrence to no other person than to Capt. Ross, on the principle, that if an individual can prevent a calamity, and omits to do it, he is as responsible for the consequences, as if he had committed the act himself. The calamity which had given rise to such an exhibition of ill temper, on the part of the Esquimaux, was the fall of a little boy from a precipice, who, was almost killed on the spot; and as, in their opinion, Capt. Ross could have prevented this misfortune, if he had so pleased, they considered themselves entitled to vent the full force of their anger and indignation upon his unoffending head. The Esquimaux, however, seemed disposed not only to exhibit the extent of their ill humor to Commander Ross, but they appeared actually inclined to proceed to more violent measures; in order, however, to bring them to their senses, Commander Ross and Mr. McDiarmid had put their guns to their shoulders, when a female, of the name of *Kakeakenew*, stepped between them, and, gradually, a certain degree of harmony was established. It was, however, in some measure fortunate for all parties, that Mr. McDiarmid had accompanied them, as he proceeded immediately to examine the boy, that had fallen from the precipice; and although he had received some violent contusions, no limb was fractured. At a distance, however, from the medicines, which might have accelerated the cure of the

18.

boy, he could only apply those secondary remedies, which were within his power ; but he gave the parents of the boy to understand, that little doubt existed of his ultimate recovery. This timely interference, on the part of Mr. Mc'Diarmid, was, however, of the greatest consequence to the little boy ; for these savage creatures entertain such a repugnance to be troubled, in any of their hunting expeditions, with the aged, the infirm, or the sick, that rather than be encumbered with them, they frequently leave them behind, to endure the slow attack of death, with all the resignation, which they can summon to their power. No doubt was entertained, that such would have been the fate of the little boy ; for, being scarcely able to move a limb, he would have been obliged to be dragged along in a sledge, and this was a labour to them of greater consequence, than the mere life of the boy.

It was the firm belief of the Esquimaux, that Capt. Ross was an Angekok, or conjuror of the very highest character ; and it was an opinion, which he did not wish to eradicate from their minds, for it acted as a check upon their thievish propensities, on the principle, that, by his magical powers, he could immediately discover the thief, and trace the stolen property wherever it was concealed. Fortune had indeed favored him, in many of his magical tricks ; for, in several instances, when the Esquimaux had applied to him, relative to the caption of a seal, and he had given them instructions to repair to a particular spot, where a seal was in waiting for them to be killed, and the event actually turned out, as he had predicted, it was not then to be wondered at, that they looked upon him as some superior being, to whom even the animals themselves owed subjection, and who were so far under his control, that he could by his mandate bring them from the depths of the ocean, to sacrifice themselves, whenever it pleased him to condemn them. By means of his magnifying glasses, he had impressed the belief on the minds of the natives, that he could create animals a thousand times larger, than any that they had ever seen before ; and, as he had actually produced those creatures to their eyes, it was the height of folly in them to disbelieve their senses, or to dispute

the right of Capt. Ross to the character of the most mighty Angkok, that had ever appeared amongst them. There were also, some circumstances connected with the profession of Mr. McDiarmid, that tended in a great measure to convince the natives, that a person, who pretended to have the decision of life and death in his hands, must be also something of a superior being; for, in many instances, the natives had been cured of some trifling maladies, and wounds by his skill; and, in the present case, when he had so distinctly stated, that the boy would live, in opposition to the general opinion amongst themselves, that his death was inevitable, such extraordinary knowledge, they thought could only proceed from some power, that was vested in him by some great spirit; and, therefore, it was an act of extreme folly in them, to give any offence to beings of such a stamp, on whose will, their very life and preservation perhaps depended.

The present interposition of *Kakeakenew*, was not, however, overlooked by Commander Ross, for, as it was perfectly voluntary on her part, and proceeded from the very best of motives, he took a knife from his pocket, and presented it to her; on which her joy was so great, that it required all the strength of Commander Ross, to prevent him tasting the enjoyment of being *koonig'd* by the grateful woman, who tried every manœuvre to bring her nose into affectionate contact with that of the bashful commander, but which was ultimately defeated by him, as he betook himself off to his sledge, whither the amorous lady did not think proper to pursue him.

Reconciliation having been effected between all parties, chiefly through the instrumentality of *Kakeakenew*, the party set out upon their expedition, the Esquimaux being the guides, Commander Ross and his party bringing up the rear.

During the absence of Commander Ross, the crew on board were employed in various ways; some preparing the different things that might be required for travelling, as the season was now at hand, when the country could be explored in every quarter. The carpenter was using every exertion to get the travelling boat completed; whilst the engineer, being now absolved from all duty on the steam engine, except knocking to pieces those parts, which

might be occasionally useful, was set to work upon the manufacture of a tea-pot. The weather at this time was uncommonly severe, for, instead of partaking of the genial influence of the spring, it bore all the appearance of the inclemency of the winter.

The following is the scale of the Temperature of the exterior Atmosphere, for the month of April, 1830.

	Highest	Lowest		Highest	Lowest		Highest	Lowest
April	Below	Above	April	Below	Above	April	Below	Above
1		10	12	5	19	23	1	17
2	2	12	13	7	31	24	16	Zero.
3	16	14	14	2	14	25	16	1
4	15	5	15	1	17	26	12	Zero.
5	7	4	16	2	4	27	7	6
6	*	0	17	Zero.	14	28	8	1
7	5	14	18	1	10	29	14	2
8	4	17	19	8	12	30	9	8
9	7	3	20	14	Zero.			
10	15	8	21	15	1			
11	1	24	22	16	10			

On the 1st of May, the crew were employed in clearing the snow from the ship's side, which during the winter had accumulated to such a depth, as to reach nearly to the gunwales of the vessel; and as it was necessary that it should be careened thoroughly, previously to proceeding on the voyage, not a moment was to be lost in removing those impediments, which had collected round the ship, and which, if suffered to remain, might actually endanger the very safety of it.

On the 2nd, the first snow-bird was seen, which in those latitudes is considered as the harbinger of fine weather.

On the 3rd, Mr. Thoms, Mr. Mc'Diarmid, and two of the crew, were sent up the north bay, with some provisions for Commander Ross; which were to be left at a particular place, where he could find them on his journey homewards. With the knowledge of the thieving propensity of the natives, and particularly in the case of provisions, wherewith they could satisfy their gluttonous appetite; recourse was had, in the present instance, to a *ruse de guerre*, for it was well known, that if the natives discovered the place, where the provisions were stowed away, no great part of them would be left for the benefit of Commander Ross. About two hours previously to the departure of Mr. Thoms and his party, with the stock of provisions, a number of Esquimaux came to the ship, but it was entirely a complimentary visit, for they brought not with them a single article, either for barter or sale. Suspecting that these people might follow them, and discover the place, where the provisions were deposited, they were informed, that the spirits, who had the control over the seals and the walruses, had demanded from them some of their provisions, and that they were now about to comply with the demand. If, therefore, any person presumed to take away any part of the provisions, the anger and resentment of the spirits would be so great, that not a seal or a walrus would be allowed to visit the country for some time: this statement obtained easy credence, and had the natives been literally in a state of starvation, so great is their dread of the spirits, who have the command over the seals and walruses, that not a particle of the provisions would have been touched. Towards the evening, another party of Esquimaux arrived at the ship, bringing the intelligence, that Commander Ross had shot a musk-ox, and that he would most probably return on the morrow. It was early dark before Mr. Thoms and his party returned, having deposited the provisions in the place agreed upon.

Early on the following morning at 4 o'clock, Commander Ross returned, himself, his companions, and his dogs, literally worn out with fatigue. They were obliged to leave all their

booty a few miles from the ship, the dogs being unable to drag it any farther. Commander Ross was accompanied by only two Esquimaux, whose names were *Powyeke*, and *Elickta*, a boy. They had obtained two oxen, one of which was shot by Commander Ross, and the other was driven, by the Esquimaux and the dogs, over a high precipice, and, on reaching the bottom, he bounded like a cricket ball. The Esquimaux have no other method of killing these animals, than by worrying them to death with their dogs; taking, however, special care to keep the dogs always between themselves and the animal. Commander Ross was not above five yards from the ox, when he fired; letting fly both barrels almost at the same time, which brought the animal to the ground. On seeing the brute fall, the Esquimaux immediately took out their knives, and were proceeding to deal with the ox according to their usual custom; but their surprise was unbounded, when they discovered, that the animal was wounded in two places. Commander Ross gave them to understand, that the wounds were inflicted from his gun; this, however, they could not possibly comprehend, for they could not conceive how death could be inflicted without some visible means. Whilst the Esquimaux were examining the wounds, two grouse came whizzing past Commander Ross; he fired, and they both came to the ground. This additional proof of the extraordinary powers vested in Commander Ross, and his murderous instrument, set the Esquimaux in a state of the greatest amaze. Remembering, however, the consequence, which had resulted, on a former occasion, by putting his gun into the hands of *Poowutyook*, Commander Ross cautiously declined exciting any alarm in the breasts of his companions, who, so far from wishing to handle the deadly weapon, always kept at the utmost possible distance from it. On the animal being brought on board, it was weighed by Mr. Light, the steward, and found to weigh 139lbs. without including the head or any of the offal. Mr. Mc'Diarmid also shot a grouse on this day, by which the dinner table in the cabin was well supplied with game and beef; in fact, the sailors very frequently contrasted their mode of living, with that, which distinguished the officers' cabin; and

the difference was so great as to excite many complaints, and to raise a murmur, which, under any other circumstances than those, in which the crew were then placed, might have broken out into a direct mutiny.

The weather on the 6th, was uncommonly fine, and the ship was visited by several Esquimaux, amongst whom were the man and boy, who had accompanied Commander Ross on his last excursion, and a fresh proof was now given, of the low cunning to which these people are addicted. Mention has already been made of the ox that was driven over the precipice; but, as it was found impossible by Commander Ross, to convey both the animals to the ship, at the same time, he determined to leave the brute at the foot of the precipice, for a day or two, until an opportunity presented itself of fetching it away. *Powyeke*, however, determined to be before-hand with the commander; for he argued with himself, that if he cut up the ox, it did not follow, that it should be detected, that he was the anatomist; for a strong probability existed, that it might have been found by some of his tribe, and then little doubt remained as to the manner, in which the animal would have been disposed of. Besides, as it was his intention to sell the flesh of the ox to the *Kabloonas*, it was impossible, he thought, for them to identify the flesh, as having formed a part of the identical ox, which he had assisted in driving over the precipice; and, therefore, when he viewed the business from all these points, he hesitated not a moment in repairing to the spot, and having cut up the animal *a l'Esquimaux*, he conveyed the principal parts to the vicinity of the ship, where he buried them under the snow, to traffic with them as the opportunity might offer.

As their conduct on the expedition had entitled them to the commendation of Commander Ross, they each of them received in present of a seal knife; congratulating themselves on the acquisition of the very article, of which they stood in need, to enable them to cut up the buried joints of the ox, in a proper and dexterous manner. Capt. Ross was not the first among the sons of Adam, who have unwittingly placed a weapon in the hands of another, which in a short time, is to be turned to

his own injury and disadvantage. It is certain, and we state it from the most indisputable authority, that the fable of the Monkey, the Cat, and the Chestnuts, had never as yet come under the perusal of *Powyeke*, but nevertheless he was a living example that the conduct of the monkey appertains to the character of man, whether he lives in the country, which gave birth to *Æsop*, or in that, which gave birth to *Powyeke*. Impressed with some suspicion, that were he to offer the flesh of the ox for sale, he might be detected, as having been the individual, who had anatomised the animal, he imparted his plan to his friend *Kujukpun*, who, under the promise of participating in the reward, undertook to be the bearer of the ox flesh to the ship, taking, however, special care to conceal from his friend, the real history of the ox, or that any one on board the ship could lay claim to the flesh of the animal. *Kujukpun* was as savage in his manners, as he was by his birth, and, with all the effrontery of the most accomplished cheat, he presented himself on board the Victory, with the load of ox flesh on his head, and asking a most exorbitant reward, on account of its extraordinary freshness. Here *Kujukpun* was caught in his own net; the extraordinary freshness of the flesh, excited some suspicions, that it was part of the animal, which Commander Ross had left at the foot of the precipice, and *Kujukpun* was told to leave his load, and call, after a *senik*, for his reward. In the meantime, it was ascertained that the animal had been cut up, and the whole of it taken away; and, on *Kujukpun* presenting himself for his reward, he was told, that the spirits had been consulted, and the information had been obtained, that he possessed no real right to the flesh, he having obtained it from an ox, which had been killed by others, and therefore he was disposing of that, which did not belong to him. *Kujukpun* answered, that the spirits told a great *shagloo*, (lie,) for so from his having cut up the animal, he never saw it in his life, and that if they did not choose to purchase the flesh, he would take it back with him, and eat it himself. There was a boldness and audacity about this fellow, which rendered it advisable to get rid of him, although with some little sacrifice,

having received a file as a remuneration, he took his departure. The biter was again bitten: for, as the agreement ran between the two conspirators, that the remuneration should be equally shared, and that as no method existed, of dividing the file, it became a question, to whom it belonged? It was proved, on the part of *Kujukpun*, that the file was delivered to him, and, therefore, it became his own property. Unfortunately for *Pow-yeke*, he could not prove that the property, for which the file was given, was in reality his own; and, therefore, in default of the proper evidence, he was non-suited, and the file awarded to *Kujukpun*.

On the 8th, a whole family came to the ship, among whom was a man, on his way to *Shagerwak*, for his canoe. He remained on board during the night: and although, on the following morning, the weather was so thick and hazy, that it was impossible to see to the distance of fifty yards, yet he set off on his expedition, shaping his course, as if he had a compass to direct him. It was always a matter of wonder to the crew of the *Victory*, how the Esquimaux found their way to different places, and in which their course was always as true, as if they had land-marks to direct them. This man had his dog with him; and it was generally believed, that this animal was always a great assistant to the wandering Esquimaux, in guiding him to his destined place: but, in the present instance, the dog could not be of any use whatever, for it was ascertained, that he had never been at *Shagerwak*. Without stopping to take a *semik*, the Esquimaux travelled the whole of the night, and arrived on the following day at the ship, with the canoe upon his head: this was almost the first instance of an Esquimaux refusing to dispose of any article in his possession; for, although an adequate remuneration was offered for the canoe, it was refused, on the principle, that his subsistence depended upon it; and that were he to part with the canoe, he should not have time to build another, before the fishing season commenced. Having partaken of some seal, he trudged away to the south east, with his canoe on his head: and although the weather continued so thick, he seemed perfectly confident in the rightness of

his course, which happened to be directly opposite to that by which he had come from *Shagerwak*.

The ship now began to assume the character of a place of active operations: for, whilst some of the crew were employed about the boat, the carpenter was busy in making a sledge, and the Engineer in constructing a cooking apparatus, which was to be made from the remains of the ill-fated steam engine. On the 10th, Commander Ross went to one of the lakes to sound, and try for salmon. The depth was found to be only seventeen fathoms. A line, with some hooks, was let down the hole, which Commander Ross had made, and if the report of the natives were true, they had every expectation of catching some salmon, which were represented to be of the finest quality. Two of the crew were sent, with the deep-sea clamm, to try for soundings, and they reported to have found the bottom at ninety-four fathoms, with hard blue clay.

From the 12th to the 15th, the crew were busily employed in making the necessary preparations for a long journey, which was intended to make to the westward, and to comprise two separate parties, taking different routes, but meeting at a particular time and place, to be determined upon by Commander Ross. A boat was made of skins, as being the lightest material, and which, in default of planks, would be found the least impervious to water, and transportable with comparatively little difficulty. A sledge was also made for the boat to ride on, and each man was provided with a haversack, well stocked with provisions. Early on the morning of the 17th, the party left the ship, with a sledge and four dogs: and, on the evening of the second day, Commander Ross left, with his party, consisting of eight men, with five dogs and a small sledge: the weight, which the five men had to drag, was 773 pounds. An agreement had been made with two Esquimaux, to attend the expedition in the capacity of guides; and it was in the hope of their arrival, that Commander Ross postponed his departure until late in the evening. They, however, for some reason unknown, broke their agreement; although the reward, which was promised them, would, it was supposed, have induced the

to embark readily in the undertaking. The weather was beautifully fine, with a gentle breeze from the east.

On the 18th, seven of the men returned, who had been assisting Commander Ross; but they were all in a deplorable state, being nearly blind. They left the two parties of six each, with provisions for one-and-twenty days, but almost every one of them complaining of sore eyes. It was the decided opinion of Mr. Mc'Diarmid, that it was a species of ophthalmia, with which the men were afflicted; and that it had its origin in the constant exposure of the eye to the glare of the snow; at the same time, that a number of fine spiculæ were floating in the air, produced by the influence of the sun on the snow, assisted by the high winds, which appeared to blow at this season with unusual violence.

Capt. Ross having expressed his intention to go to *Shagerwak*, although it did not transpire, for what particular benefit or purpose, preparations were accordingly made for the excursion. It is not to be supposed, that a personage of high rank and consideration, can undertake a journey, however short it may be, without a corresponding display of fuss and bustle.

When the emperor of China visits one of his country houses, a few miles distant from his usual place of residence, he despatches a messenger to the most distant parts of his empire, to inform his subjects, of the important step, which he is about to take; and we have only to look into the Court Journal of this country, to become immediately acquainted with the motions of a pack of individuals, whom chance in one of the most insane moments of her life, has placed in the ranks of royalty; but, for whom the people have as great an affection, as a roman catholic or a unitarian, a petitioning creditor for a bankrupt, or a rat or arsenic. It cannot, therefore, be supposed, but that some difference was observable, in the preparations that were made for the excursion of Capt. Ross, as the commander or sovereign of the ship, than what were made for his subordinates: for, although the projected expedition was only one of a few hours, yet it was deemed necessary to provide against any contingency, that might happen, or that might prove injurious to the health and safety of the principal person concerned in it.

It is in our memoranda, that Capt. Ross set out on his expedition; and, it is stated with the same strict attention to accuracy, that he returned from his expedition, his health unimpaired, and without the occurrence of any accident worthy of note. Of the discoveries made by Capt. Ross on this expedition, our memoranda are wholly silent; but it is the property of great men to maintain a studied reserve respecting any grand conception, which may be whirling in their brain, and to keep their inferiors as much as possible in the dark, regarding the execution of any design, to which their genius may have prompted them. Of the result of the expedition to *Shagerwak*, just as much transpired, as of the descent of *Hans Klein* to the bottom of the Maelstrom, with this difference only, that the return of Capt. Ross was proved, by his personal appearance on the quarter deck of the *Victory* on the same evening: whereas, for ought we know to the contrary, *Hans Klein* is still prosecuting his discoveries, in that hitherto unexplored part of the world; and which, we are informed, on his return, are to be published uniformly with Capt. Ross' last voyage; by subscription, in quarto, and under the immediate sanction of His Majesty: as, from the latest accounts received from him, it was just about the time that Capt. Ross took possession of Boothia Felix, in the name of his said majesty, that *Hans Klein*, also, took possession of all the lands, which he had discovered at the bottom of the Maelstrom, in the name of his Britannic Majesty; and, great indeed would be the loss to the political, geographical and scientific community of England, if the history of two such valuable additions to the crown of Britain, occurring about the same period, should not appear simultaneously, as the Gemini in the zodiac of our national literature.

Scarcely had Capt. Ross returned from his expedition, than Mr Mc'Diarmid, accompanied by two Esquimaux, brought back Blankey, the mate, in a state of almost complete blindness, and totally unable to accompany Commander Ross any further on his expedition. The attack of this disease, for it could scarcely be called any thing else, began to assume an aspect of the most serious importance; five of the crew were on the sick list, as almost blind; and it was well known, that several of the

men, who were with Commander Ross, were suffering severely from a pain in their eyes, which almost unfitted them for any of those arduous labors, which they were then undergoing. To the credit, however, of Mr. Mc'Diarmid, it must be stated, that from his judicious management, the patients speedily recovered; although it became a matter of necessity, for some time afterwards, to protect the eye-sight from the dazzling glare of the snow, by wearing shades, or drawing the cap deeply over the forehead.

The two Esquimaux, who had assisted in bringing Blankey to the ship, received a suitable present, and then took their departure for their station, at the south east.

The principal occupation of the crew on board, at this time, was the completion of the lee boards, from which some great advantages were anticipated, in the navigation of the inlets; but the expectations, which had been formed of them, were, as the sequel will show, by no means realized.

On Sunday the 23rd, the two Esquimaux arrived, who were to have been at the ship on the preceding Sunday, for the purpose of acting as guides to Commander Ross; and a proof was now exhibited, that there is a certain authority, which rules with an absolute sway, in the hut of the Esquimaux, as well as in the palace of St. James. Not that we mean to infer, that it is an authority, which in the least displays itself at the latter place, for we cannot conceive an English king to be such a silly creature, as to allow himself to be ruled by a woman; but, on the other hand, we have a decided proof now before us, that it is an authority, which is practised to some extent in the hut of the Esquimaux, and that, on the present occasion, it was put in full force, in despite of all resistance and opposition. The two Esquimaux declared, that it was their full intention to have kept their appointment on the preceding Sunday, and had made the necessary preparations for their departure, when, from some cause, which could not be at the time explained, their wives had entered into a confederacy to defeat their intentions; declaring it to be their absolute will and pleasure, that they should not join the expedition of the *Kableonas*, and

leave their wives at home, to pine away the lonely hours in moping melancholy. In vain, the Esquimaux urged, that they were frequently absent from home for a greater length of time, on their fishing expeditions, than they would be, if they accompanied the *Kabloonas*; in vain they presented to the imagination of the domineering ladies, the value of the presents, which they should receive—files, fish-hooks, needles, and perhaps a string of beads—it was like talking to one of Capt. Ross' monuments of snow; the women had made up their minds, that their husbands should not go; at the same time, like the women of other countries, they could not give a good or substantial reason for the resolution, which they had formed; it was a fancy, a whim, a conceit, a crotchet; it was, in fact, just such a reason as nine-tenths of the women, born in the latitude of 52° north, can give for many of the actions, which they commit, and which contributes so largely to the increase and permanency of domestic happiness. Our documents are silent as to the acts or manœuvres practised by the Esquimaux, to overturn the resolution of their wives, and thereby permitting them to repair to the ship, with the view of accompanying some of the officers on their expedition; and therefore it may be supposed to have proceeded from that constitutional fickleness of character, which has been the dowry of woman, since Eve commenced the deplorable work of the multiplication of the human species.

The Esquimaux were very much disappointed, when they found, that Commander Ross had set out without them, but they excused themselves for their neglect in another way, by stating, that they had mistaken the day, and, in fact, from their rude and uncertain method of calculation, it was scarcely possible to make them comprehend the exact day, that was meant. As to a prospective calculation of three or four days, it was a task far beyond their capacity, for, with their total ignorance of the division of time into days, hours, minutes, and seconds, and on the other hand, their *seniks* being an indefinite period, it became a difficult task to make them comprehend the exact time, when the expedition was to set out. This was the excuse given by one

of the Esquimaux, for not keeping their appointment; but the other ascribed it entirely to the authority of his wife, to whom he acknowledged his complete subjection.

It was, however, with some degree of satisfaction, that they heard, that Capt. Ross had determined to undertake a journey to *Nichilli*, and they immediately offered their services to accompany him: they were accepted by Capt. Ross, and they agreed to be at the ship after three *seniks*, in despite of all uxorial coercion, hinderance, or opposition.

Great preparations were now made for this intended journey, and several parties were sent out a shooting, in order that the haversacks might be well filled with provisions of various sorts, so that the health of Capt. Ross might not suffer by the sudden transition from the dainties and luxuries of the cabin of the Victory, to the coarse, and savage fare, which was to be obtained on the journey. It is possible, that some persons may look upon a precaution of this kind, as finical, and beneath the character of a British sailor, but Capt. Ross had the experience before him, of the great injury, which the health of Capt. Franklin and his noble companions sustained from a sudden transition from goose and grouse, to *tripe de roche* and stinking deer bones; and on account, of the mortal consequences, which then ensued from such a change of diet, not the slightest blame can be attached to Capt. Ross, in providing that the same direful fate did not befall himself.

The sportsmen were, however, not very fortunate in their endeavors to add to the travelling stores of Capt. Ross, for a few grouse were all that they bagged, although they saw the traces of deer, hares, oxen, gluttons, ermine, and mice. In regard to the latter animal, although we may affect to despise it, to the Esquimaux epicures it is a real *bonne bouche*; and if they can catch half a dozen at a time, they run a piece of horn or twig through them, in the same manner as the London poulterers prepare the larks for the table; and without stopping to skin them, or divest them of their entrails, broil them over the fire, and although some of the mice may have belonged to the aborigines of the race, yet, so strong is the mastication of the

natives, that the bones of the animal yield to its power, as easily as the bones of a rabbit to a shark.

The whole of the 29th was occupied in preparing the provisions, and the other requisites for the journey of Capt. Ross, and an anxious look-out was kept for the two Esquimaux, who had promised to attend him as his guides; but whether the uxorial power was again set in motion, or their *seniks* were of longer duration, than they originally calculated upon, they omitted to keep their appointment, and Capt. Ross set out upon his expedition without them. It was, however, by no means a task of any great difficulty to steer his course direct for his destination, for, being acquainted with the exact bearing of the place from the ship, by compass, and having neither forest nor savannah to cross, to mislead him in his track, he was perhaps as well situated without the Esquimaux as with them; for although, personally, they might not prove of any encumbrance to him, yet, as claimants upon the haversacks, they might be considered as direct interlopers, for, from the quickness of their digestive powers, their appetite was always in a craving condition; and the surest method of rendering an Esquimaux a still more unsociable and sulky animal, than his natural disposition led him to be, was to debar him from satisfying his hunger whenever it pressed upon him. On an expedition, therefore, where any chance prevailed, of being shortened in provisions, they were perhaps the most improper persons, that could be selected to be included in the party.

One inconvenience was, however, sustained by the absence of the Esquimaux, as, in consequence thereof, Capt. Ross was obliged to take with him an extra number of men, some of whom were by no means in a condition, as far as their health was concerned, of sustaining any fatigue or an exposure to the keenness of the night air. This was very soon verified on the first day's journey, as it was found necessary to send some of them back to the ship, on account of their extreme weakness, and inability to draw the sledge. The weather was also very inauspicious for the travellers, the fog being very great, with the wind keen, but light, from the north east.

The following is the scale of the Temperature of the exterior Atmosphere, for the month of May, 1830.

	Highest	Lowest		Highest	Lowest		Highest	Lowest
May.	Below	Above	May.	Below	Above	May.	Below	Above
1	1½	18	12	1	11	23	11	21
2	7	18	13	4	15	24	11	22
3	7	19	14	4	15	25	11½	21
4	5	9	15	4	18	26	11	25
5	2	12	16	10	16	27	23	34
6	Zero.	18	17	8	21	28	27	37
7	7	28	18	17	30	29	23	34
8	1	10	19	12	23	30	27	37
9		15	20	3	20	31	29	33
10	2	10	21	8	13			
11	Zero.	14	22	8	18			

On the 1st June, an operation was performed on George Taylor, the mate, who had part of his foot cut off, on account of mortification having taken place; the part having been frost-bitten, thirty-four days previously, every attempt to cure it having proved unsuccessful. When, however, the extreme severity of the weather, to which the men were exposed, is taken into consideration, it becomes a matter of surprise, that so few casualties occurred, as regarded the effects of the frost on a number of men, some of whom, indeed, from their previous experience on former voyages, might have been acquainted with the proper means of protecting themselves from the effects of the frost, but who, in general, were very destitute of the clothing necessary for their defence. This circumstance has been previously partially alluded to, in the refusal of Capt. Ross to allow his

men to purchase the articles, from which they might have made caps and mittens for themselves, as well as a kind of over-alls, which would protect the lower extremities from the cold. Looking therefore into these circumstances, the men are little indebted to their commander, for their escape from the effects of, perhaps, the severest frost, that the natives of a temperate climate were ever exposed to, and which, in some cases, might have been attended with death itself.

During the first week of the month of June, the crew and the mechanics on board were employed in caulking the vessel, fitting the lee boards, and in setting up the rigging; and the *Victory* began by degrees to assume her former appearance as she sailed from Woolwich, whilst every one on board looked forward with joy to the moment, when her sails were again to be un-bent in the prosecution of their important undertaking.

The birds, which had migrated from the country, on the setting in of the winter, now began to make their appearance; and the sportsmen seldom returned without bringing either plovers, grouse, snipes, buntings, gulls or ducks; of the latter, there is a beautiful species, that visits this country in the summer, known by the name of the King and Queen Duck, the plumage of which is very handsome resembling in some respects the drakes of this country. The plumage of the Queen is, however, by no means so beautiful as that of the King; the latter having all the variety of colour, which distinguishes our native drake, with a mass of a bright red colour projecting from its upper mandible: this bird is known to breed in great numbers in the marshes of the northern parts of Canada; and, although it also breeds in the country of the Esquimaux, yet its numbers are very limited, and which are, in a great degree, diminished by the eagerness, with which the natives seek their eggs, which in the summer are a real dainty to them.

In regard to the other birds, it was, undoubtedly a matter of great interest to Capt. Ross, to obtain a specimen of every one in order to complete the ornithological history of the country; but, having obtained a good specimen, it became an act of singular oppression to insist that every bird, which was killed by any

of the crew, should be brought into the cabin, when a degree of selfishness was observed, which could not but tend to lower their commander, in the good opinion of the whole of the crew. It was this narrow and illiberal mode of action, that Capt. Ross adopted towards his men, in all matters, which had any relation to the scientific objects of the expedition, that rendered the service, in which they were employed, more galling and irksome than it, otherwise, would have appeared to them. Although one of the petty officers of the vessel was an excellent shot, and more successful in his shooting expeditions, than any other of the crew, the orders were peremptory, that all the birds, which he shot, were to be brought into the cabin; and if any of them would make a specimen, it was laid aside, in order to be skinned; but if it was found, that it was not fit for a specimen, so determined was Capt. Ross, that no one but himself should possess a specimen of any of the animals or birds common to the country, that, for the purpose of so mutilating the animal or bird, as to prevent its being employed as a specimen, either a leg or a wing was cut off, sometimes even its head, and then the carcass was delivered to the man, who shot it, he being allowed to have it dressed for his dinner. Whatever the men shot, was obliged to be reported to the cabin, with the same exactness and punctuality, as the slave searching for diamonds, or the labourer in a silver mine: and this system of exclusive property, gave rise to many tricks and manoeuvres on the part of the crew, by which they got to the windward of their captain: and particularly in the case of the steward, it was the means of his obtaining many specimens, which he would have succeeded in conveying to England, unknown to Capt. Ross, but for the ultimate abandonment of the ship. The plan generally adopted by the shooting parties, and especially by Mr. Light, the steward, was to bury the game or other birds at a small distance from the ship, and then to take the first favorable opportunity of conveying them clandestinely on board, when the steward, to use his own words, was obliged to be as sly as a mouse, whilst he was skinning the birds, giving the carcasses to some of the crew to make a meal of them. Many a joke passed in the sailor's berths, at the expense of Capt.

Ross, when they were enjoying themselves over the roasted carcasses of the birds, that ought to have been regularly entered in the book of the cabin: and perhaps they were eaten with greater relish, because an interdiction was attached to them. Nor were the tricks unfrequent, that were passed upon the captain, as he sat in judgement over the contents of the shooting bags: for, if it were known, that he wanted a specimen of a particular bird, and they had been so fortunate as to shoot one, the most especial care was taken, before it was exhibited, to mutilate it to such a degree, that it could never be made use of as a specimen: if, on the other hand, any kind of bird was killed, of which he had two or three specimens, it was laid before him, with all becoming gravity and submission; and having despoiled it of some important member, it was as gravely, but not quite so submissively, returned to the person, who shot it. In fact, in this, as well as in some other instances, it was the study of the crew, in what manner they could over-reach their captain: at the same time, that he was congratulating himself, that no man was less imposed upon than himself; and when he surveyed his specimens in his cabinet of curiosities, he chuckled at the thought, that, from the strictness of the orders, which he had issued, he was the only person, who had a specimen of a King and Queen Duck; when, at the same time, there were two of the crew, who were in possession of a far better specimen than himself.

On the 6th, a party were despatched from the ship, with some provisions for Capt. Ross; and having deposited them at an appointed place, they returned, bringing with them a gull and a plover, which were cooked for the evening's repast, without having been subject to an examination in the cabin, respecting their fitness to be received into the cabinet of curiosities.

Capt. Ross returned on the 7th, having been at *Nichilli* without having made any important addition to his previous knowledge of the geographical situation of the country, or obtained any information, which could be of use to him as a guide to his future operations. Capt. Ross was, however, never considered to be a communicative character, for, in many instances, although he and his nephew were engaged in the

same pursuit, and had the same end in view, yet there existed a reserve between them, as if each of them were afraid to communicate their discoveries to one another, from the suspicion that if any merit were attached to them, it might be wrested from him, and the laurel planted on the brow, which did not deserve it. The existence of this discordance was particularly visible in their examinations before the committee of the House of Commons, for they not only contradicted one another, on some most essential points, but, in some instances, the observations which Capt. Ross pretended to have made, were entirely new to Commander Ross, he never having heard of them before his appearance in the committee room. In regard to the collection of specimens, Capt. Ross, as we have seen, issued his orders respecting them; but Commander Ross distinctly states, that he was the only person, who understood any thing about the subjects, to which they referred. Thus, in question 300, Commander Ross is asked, Did you conduct the observations in geology, natural history, and botany?—*Such observations as were made upon those subjects, were of course conducted by myself.*

And collected the specimens?—*Yes, every thing of that kind.*

When you say you conducted them, do you mean, that they were confided to you by Capt. Ross?—*No, they came to me as a natural consequence; I was the only person, who at all understood the nature of those subjects, but I was not ordered to undertake them. I never received an order of any kind from any person on that expedition.*

The most extraordinary instance of contradiction, however, is to be found in the opinion, which they respectively entertain of the danger attending the discovery of the North West Passage, and the advantages that are likely to accrue from it

On this subject, Capt. Ross is asked, in the 196th question From your experience of the Polar seas, do you conceive that any further attempt to discover the North West Passage would be attended with great danger?—*I do.*

And if successful, would it be attended with any public benefit?—*I believe it would be utterly useless.*

The indications, that were relied upon in the beginning of

these voyages of discovery, as to leading to the conclusion, that a passage might be found, have totally failed?—*They have been totally disproved.*

Commander Ross being examined on the foregoing subjects, and having stated his firm belief of the existence of a North West Passage; the question is put to him, supposing the North Western Passage to be accomplished, would it be at all beneficial to commerce?—*It is quite uncertain, he answers, what benefits may result from it—in favorable seasons it may be possible to get through it, with very little difficulty; for instance, on our last voyage we sailed in an open sea, where it is usually covered with ice; but it was a remarkably favourable season; such seasons may occur periodically, if so, there would be no difficulty, on those occasions, in getting from Baffin's Bay to Behring's Straits.*

Do you believe that any attempt to penetrate, would be attended with danger?—*Nothing more than the ordinary danger of navigating the northern seas.*

Any more than in a common whaling expedition?—*None, except a little more perhaps from being unnecessarily close in with the land, but nothing to deter the attempt.*

Thus, in the first place, we have the exhibition of Capt. Ross' not only collecting specimens himself in natural history, but preventing every one under him from collecting any; at the same time, that we have the statement from the mouth of his nephew, that his uncle does not understand any thing about natural history, or any of the sciences, which so particularly engaged his own immediate attention during the voyage; and we have a right, therefore, to draw the inference, that whatever scientific discoveries were made, or which may be laid before the public, in the work to be published under the immediate inspection and sanction of Capt. Ross, are in no ways to be attributed to himself, but to his more accomplished nephew, on whom the whole burthen of the undertaking seems to have rested. In fact, it is impossible to peruse the evidence of the committee of the House of Commons, without being forcibly struck with the disposition, which appears to have actuated some of the members of it,

just to put those questions to him, which are intended to elicit an answer favorable to his cause; and, in some instances, the questions are so decidedly of that kind, denominated amongst the lawyers as leading ones, that it is scarcely possible to divest the mind of the idea, that the routine of catechetical inquiry had been previously arranged, and that Capt. Ross was perfectly prepared for the questions, that would be put to him.

We will take for example, the following questions, and who will then dispute, that Capt. Ross is not an excellent fencer. The members of the committee were naturally desirous to know the exact scientific objects, which had been attained by the expedition; accordingly the 53rd question runs—What are the scientific objects, which you conceive to have been attained by your expedition?—and we doubt not that the members were sitting *aurectis auribus*, to hear the statement of all the objects so attained, and on which the claim of Capt. Ross, for remuneration from the country, was partly founded. We can, however, imagine them looking at each other, with no little tokens of surprise, when the answer was given as follows: “When near the magnetic pole, we were then in a position, where the horizontal compass has no power of traversing to any particular point.” Now, this answer has as much reference to the question, and must have been as satisfactory to the propounder of it, as the answer, which was given by the Frenchman, who, on meeting one of his countrymen in Piccadilly, and wishing to show his knowledge of the English language, politely accosted him, saying “Good a morning, Sare, did it rain to-morrow?” to which he received the most significant answer of “Yes, it vas.” What the Frenchman could make of the answer of his countryman, we know not,—nor do we know, what the members of the committee could make of the answer of Capt. Ross—it certainly had not any reference to the question, that was put to him, but the committee were satisfied, that the scientific objects, which he had attained, consisted in telling them of a particular circumstance, which every tyro in science must have known would be the case, were he ever to arrive at the position, which Capt. Ross describes.

If, however, we turn to the questions, which carry with them the stamp of premeditation and mutual adjustment, we have only to mention those, which are put to Capt. Ross, on the subject of the magnet. To allege that, amongst the members of the committee, there were not some individuals of acknowledged talent, were to expose ourselves to the imputation of a wilful perversion of facts; but it does not follow, that those men of talent ever joined the committee, for, as five were a quorum, it is possible that, as the committee sat only three days, it was composed of the non-efficients, with Sir Andrew Agnew in the chair, who, in consequence of the valuable information obtained from Capt. Ross, intends, in the next session of Parliament, to extend the provisions of his Bill for the better Observance of the Sabbath, to the Esquimaux nation. The questions, to which we allude, are as follows. We do not aver exactly, that Sir Andrew Agnew was the honorable member, who put the questions to Capt. Ross; but that they were put by some one, who had had a peep behind the curtain, and had learned his part properly, cannot admit of a doubt.

Capt Ross having explained to the members, the effects of light, heat, and all other combinations, upon the magnet, is asked,—Did you remark, whether light, such as *the light of a candle*, had any influence upon it (the magnet)? he answers:—*The light of a candle has also an effect upon it.*

Did you remark, that any metallic substance produced an effect on the magnet?—*Yes.*

The buttons of your coat?—*The buttons of my coat produced an effect upon the magnet.*

Capt. Ross considers, that the discovery of light, especially the light of a candle, having an influence on the magnet, is a great desideratum in science; we have, therefore, considered it proper to bestow upon that discovery, our most special notice, in order that all those, whose lives depend on the correctness of the compass, may regulate their course accordingly, and make the necessary distinction, between the time when the candle is burning, and when it is extinguished. In regard to the discovery, that the buttons of his coat had an influence on the

magnet, we will unhesitatingly express our firm conviction, that not even the talented Sir Robert Peel, the gallant Sir Edward Codrington, nor Ireland's champion, Daniel O'Connell, all being members of the committee, would have thought of the buttons on the coat, if, like the toasts, which are given to the toast-master, it had not been set down *in the list*, as a question, which could be very easily answered, and to which very little consequence was attached, whether answered in the affirmative or the negative. At all events, we are certain, that no sailor will substitute brass buttons for cloth ones, in consequence of the discovery of Capt. Ross; or that he will make any difference in his reckoning, whether he has on a plain Flushing jacket, or his best Sunday coat, with a double row of brass buttons glittering on either side.

It must, however, be remarked, that Capt. Ross, in several instances, intimates to the committee, that he withholds from them certain points of information, as it might prove prejudicial to his forthcoming publication; and, therefore, we can only comment upon that part of the evidence, which is before us; and we do not hesitate to affirm, that Capt. Ross is highly obligated to every member of the committee, who questioned him; for, had they been well-paid advocates, they could not have exerted themselves more strenuously for the benefit of their client, by putting such questions to him as tended to enhance the merits of his services, although they had no immediate reference to the voyage, for which the reward was to be awarded to him. Thus, a considerable portion of the examination is taken up in discussing the extent of his discoveries during the first voyage in 1819, every question of which is so regulated as to lead to an affirmative answer, and declaratory of the great services, which he rendered to commerce, and particularly to the whale fishery, as he was the first, who proved to the whalers, that it was possible to cross Baffin's Bay from Disco to Lancaster Sound; and that he had also discovered the place where the whales resort to breed: which place, however, if he did discover it, he has forgotten wholly to mention in the history of his voyage.

To return, however, to our narrative. On the 7th of June, Capt. Ross returned from his expedition, bringing with him some birds of various kinds, and some fish, that he had caught in salt water, with a number of salmon, which he had caught in the lakes; he had also seen hundreds of rein-deer, but not within range of his shot. He left some provisions for Commander Ross, on an island, which proved a very seasonable supply for him.

On the 12th, the Esquimaux came to the ship, who went to *Shagerwak* for his canoe. He brought with him his wife and family; the former of whom went by the name of Mrs. *Tigguta-geoo*. She was, however, by no means a lady of the most refined and delicate habits; for, being apparently of a sulky and taciturn disposition, she paid very little attention to the objects around her; but her chief amusement appeared to be, to pick the vermin out of her head, and to eat them, giving her children, now and then, one to taste, as a kind of relish to them.

On the 14th, several of the crew were taken alarmingly ill with a complaint in the bowels, and it became the general belief, that it was occasioned by the victuals being cooked in the apparatus, which was Slater's patents; the boilers of which were made of copper, but the tin lining of which was found to be worn off. The steward was so ill that he was obliged to keep his bed, which he did for three days; by judicious treatment, however, he was off the sick list on the fifth day.

On the evening of the 14th, Commander Ross returned, bringing back with him only two of his dogs, out of nine; having been under the painful necessity of killing some of them, as food for the others. He had been absent twenty-eight days from the ship, during which time, the stock of provisions, which he had taken with him for his dogs had become completely exhausted: every attempt had failed to catch a seal, and no other alternative was left, than to kill a dog, to keep the others even in common condition to draw the sledges. It was not, however, only the painful feelings, which the death of the dogs excited in the breast of Commander Ross, but it was also the great embarrassment, into which he was thrown, by the defalcation of the only power, by which the aim of his expedition could be accomplished.

With the death of the dogs, an extra degree of labor fell upon the men, for that, which the animals were accustomed to perform, now devolved upon the former; and severe, indeed, were the difficulties, against which they had to contend; at the same time, that they were destitute, in some measure, of that support, which was necessary to support their strength, or maintain the regular state of their health. On their arrival at the ship, the men appeared like human skeletons: their flesh shrivelled, their countenances wan and doleful, their gait feeble and tottering, and their general appearance bespeaking the liberated inmates of a prison, or a few miserable objects, who had escaped from the city of the plague.

The result of this expedition was any thing but fortunate, or cheering; in fact, to whatever quarter Commander Ross directed his course, the conviction became still stronger impressed upon him, that, in regard to the ultimate object of the expedition, the prospect before him was one of the most disheartening nature. The extent of his researches to the southward, had not indeed been very wide, but as he never conjectured, that the passage was to be found in that quarter, he had not paid such particular attention to it, as he had done to the westward. It was, however, his comparatively total failure in the latter quarter, which determined him to prosecute his researches further to the southward; and, with that perseverance, and undaunted fortitude, which are the prominent features in his character, he determined upon another expedition to the southward, taking with him, however, that *material*, the want of which was so severely felt on his preceding excursions, and which contributed in a great degree to their failure.

The month of June may be denominated the sporting season in the Esquimaux country: the birds have migrated from the south, and not a day elapsed, but some of the crew of the *Victory* came home laden with the spoils of the chase. There was, however, something rather unsportsmanlike in their proceedings, for they killed the hares, although big with young, from one of which, Commander Ross took four young ones; the grouse were shot in the very act of incubation; the deer, in the

act of bringing forth its young; in fact, every consideration, which influences the conduct of the genuine sportsman, appeared with them to be of no effect—if their bag were only filled; the circumstances, under which it was accomplished, were never taken into the account. Amongst the most beautiful of the birds, that were killed, were the mountain hawks, or the great northern diver, two of which were shot in one day, by Robert Shreeve, the carpenter's mate, the male bird weighing 13lbs, 3oz. and the female 9lbs 10oz. They were delivered over to Capt. Ross, and they appeared as no secondary ornament in his cabinet of curiosities.

Commander Ross having determined to take another excursion, the crew were employed, from the 21st to the 24th, preparing the necessary materials, provisions, &c., for the journey. From the great mortality, that had taken place amongst the dogs, in the last excursion, it was found difficult to supply their place; for the crew, partly from fatigue, and partly from sickness, were by no means in a fit condition to undertake any very severe labor; none of which was, perhaps, more hard and trying to the constitution, than the dragging of a sledge over the snow, when the surface had in any degree yielded to the influence of the sun. In winter, when the snow, from the effect of the frost, presents a hard, solid, and almost impenetrable surface, the sledge passes over it with little or no corporeal labor, as smoothly as over a sheet of ice; but when the snow begins to thaw, the sledge penetrates deeply into it, forming a rut, like a plough over a field, and the draught then becomes oppressive and severe.

On the 25th, ten of the ablest hands set out with the boat, to convey it to a certain distance, where Commander Ross was to take it up, he being in great hopes, with the aid of this boat, to cross the various creeks and inlets, which proved such an obstacle to him on his former expedition; at the same time, that it was of that fragile make, as to offer little safety or protection, when navigating amongst heavy bodies of ice, impelled by the different currents, and thereby driven against the smaller bergs, which were grounded at the bottom. The men left the

ship, at 8 o'clock in the morning, and Commander Ross followed them the same night at 9, having twelve days provisions with him.

During the whole of the 24th, the carpenter was employed in getting the pumps in order, and on the following day, the ship was pumped clear, it being the first time that it had been performed for nine months; the stench of the bilged water was, however, so great as almost to sicken the men; and when it is considered, that closely, and compactly as the ship may have been built, it was scarcely possible to prevent a portion of the noxious effluvium from escaping, some degree of surprise is naturally excited, that the health of the crew should have been so long preserved, or that the ship should have escaped some of those epidemical diseases, which are the consequence of inhaling a tainted atmosphere.

The labor of the pumping being completed, the crew were set to work to cut the ship clear, as it was found she had a list or inclination to the starboard; after considerable difficulty, they succeeded in righting her about 6 inches, but still she had a considerable leaning, which, as it occasioned a severe pressure upon her starboard timbers, it became a matter of great importance to remedy the evil with all possible expedition. From the thickness of the ice, it was, however, found impracticable at that time to bring the ship to her proper level, and, therefore, she was obliged to be left in a straining position, as it was not feasible to support her on the starboard side, by the props usually employed on those occasions.

On the 26th, the wind came on to blow hard from the west, but several hands were sent with the dinegy, to a lake with the seine, with the expectation of catching some fish, but after having spent almost the whole of the day, they returned in the evening, without a single fish. This attempt was made upon the report of some of the Esquimaux, who spoke largely of the quantity of fish, that were to be caught in the adjoining lakes, and the first experiment did not tend to induce the crew to place any great confidence in the different reports, the truth of which, they had yet to confirm.

The effects of the extreme fatigue, which some of the crew had undergone, in the late excursion with Commander Ross, now began to show themselves, for of the few, that were left on board, seven were laid up with swelled legs: the consequence of fatigue, superadded to a constant exposure to the severity of the weather, and especially to their extremities being perpetually subject to an extraordinary degree of cold.

Moderate exercise was prescribed for them, but with some the complaint appeared to be of an obstinate nature, and very unwilling to yield to any of the remedies recommended. A deficiency of manual power was, however, at this period to be particularly deplored: for a number of hands were almost always absent on an expedition, either with Capt. Ross or his nephew; and the season having arrived, when the preparations were to be made for proceeding on the voyage, an extra portion of duty fell to those, who were left on board, and which was the instigation of many complaints, which Capt. Ross, in some instances, scarcely knew how to redress, as they were actually founded on right and justice, and by no means in contravention of the discipline of the ship.

The men expressed their readiness to perform the regular, and allotted duties of the ship, but they also required their stated periods of rest and relaxation. Thus, the larboard and starboard watches were in duty bound to work during their respective watches, but, at the expiration of the stipulated period of four hours, they were not in the least inclined to prolong their labors, but turned in, into their hammocks, as regularly as a horse into his stall, or a pig into his sty. This was, however, a system, considering the extreme paucity of hands, which could not be allowed, consistently with the despatch, that was necessary for the repairs and the rigging out of the ship. In vain did Capt. Ross expound to them the urgent necessity of unremitting labor; in vain did he hold out to them, that the discovery of the North West Passage was in immediate prospect before them, and which was only to be accomplished by putting the *Victory* in a proper state to prosecute her voyage;—in regard to the first, although it might be evident to them, that the ne

cessity of the incessant labor actually existed, it by no means followed, in their opinion, that they were in necessity bound to comply with it;—and respecting the second great and important point, it might be true, that the discovery of the North West Passage was before them, but it could not be beaten into their obdurate and obstinate comprehensions, that the commander of the expedition had any legal or professional right to promote the accomplishment of it, at the sacrifice of their health, and, perhaps, eventually of their lives. Then, it became a serious question, whether the excursions on land were to be discontinued, or the risk run, of not having the ship in a proper state of equipment, on the breaking up of the ice, to prosecute the voyage. Commander Ross was firm and strenuous in his opinion, that it was idle to talk of prosecuting the voyage in the quarter, in which they then lay, without first ascertaining, whether, from the geographical situation of the country, it was possible to make any progress at all; or whether they were not, in reality, at the utmost extent of their voyage, as far as their direction westerly was to be considered. Capt. Ross argued contra, that the most infallible way to solve the knotty problem, of their having reached the boundary of their voyage, would be to dash forward with the Victory, until her jib-boom came in actual contact with the land, which was to constitute the barrier to their further progress.

Prudence and Foresight had something to do in the begetting of the opinion of Commander Ross, and something very nearly akin to foolhardiness was the parent of the opinion of Capt. Ross; the sequel will perhaps show to whom the meed of the most correct judgment ought to be awarded; at all events, we look forward with some feelings of anxious curiosity to ascertain the manner, in which Capt. Ross will himself describe the proceedings of the voyage, from the first to the second winter labour, and whether he will have the candour to attach whatever blame existed in those proceedings to that individual, who is the most richly deserving of it.

During the temporary absence of Capt. Ross from the ship, an evening passed over, without some of the men leaving

the ship, on a shooting excursion, and seldom they returned, without a considerable booty. They discovered, that the geese had begun to lay on the margin of the lakes, and their eggs formed a dainty and wholesome repast. The eggs, on being weighed, were found on an average to be $4\frac{1}{2}$ ounces—of a dingy white, faintly speckled; and the discovery of a goose's nest, where the process of incubation had not begun, was regarded by them in the light of a treasure; to the natives however, it appeared to be a matter of very trifling import, whether the egg were fresh laid, or whether it were within a few days of being hatched; half a dozen eggs beaten up with the young ones, in all the stages of their growth, from the first development of the form, to the complete formation of the fetus, proved to the natives, what a dish of callipash and callipee is to the gormandizing alderman; nor were they very particular, as to the embryos being wholly divested of the shells, for the latter appeared to be nearly of the same use, as beans in the feed of a horse, to force him to masticate the oats more thoroughly.

The quantity of fowl, which was daily brought to the ship, proved of essential service, not only in promoting the health of the crew, by affording them a regular supply of fresh food, but it tended to husband the resources of the ship, which, as they were ignorant of the duration of their voyage, was a matter of serious consideration.

Trifling as was the information, which Capt. Ross had obtained on a former expedition, he determined on another excursion, which the sailors designated by the appropriate appellation of a tramp, which, in their vocabulary, signified a journey without knowing the place, to which their course was to be directed. Accordingly, early on the morning of the 29th, a party were sent forward to the distance of about 9 miles, with the boat, provisions, &c., and having deposited them in a certain place, some of the men were to return to the ship, whilst the remainder were to await the arrival of Capt. Ross. During the absence of the men from the ship, an Esquimaux arrived with his wife and two children, bringing with them a small salmon of the weight of 10 ounces. The fish was immediately delivered

over to the cook, to dress it with the sauce *a la Maitre D'Hotel*, as a seasonable repast for Capt. Ross, previously to the journey, which he was on the eve of commencing.

From the report given by these Esquimaux, the lakes in the vicinity abounded with salmon, but their means of catching them were so confined, that they were frequently in a starving condition, although they saw shoals of fish in the water, from which they could have derived their subsistence for some months to come. On Capt. Ross' expressing his doubt of the truth of the report touching the quantity of fish in the lakes, arising from the total failure, which some of the crew experienced in fishing in one of them, when not a single fish was caught, the Esquimaux, apparently hurt at the want of faith, that was reposed in him, offered to accompany Capt. Ross to the lakes, where his words could be verified, and if such were not the case, he would forego all claim to any reward, which might otherwise be his due. This offer would have instantly been accepted by Capt. Ross, but his party were in waiting for him at some distance, in a direction opposite to the lakes, and therefore he informed the Esquimaux, that although he could not at that time take advantage of his offer, yet, if he would return after ten *seniks*, he would give him a handsome reward. This, the Esquimaux promised to perform, but he had not then asked the consent of his wife, and it is certainly a great act of folly in any man, to enter into a contract for the performance of an action, when it is actually dependent upon the authority of an individual, who has not been consulted at the time, and who, by nature, is so wavering and inconstant, that that which she approves of to-day, is reprobated and discountenanced to-morrow. Capt. Ross had received two proofs of the fragility of an Esquimaux's promises, and, therefore, he did not place any great reliance on that, which he had just then received. He might indeed have received some confirmation of it from the mouth of the wife herself; but, to the great surprise of Capt. Ross, she was discovered to be dumb, which, so far from proving a drawback to her marriage, invested her with the character of one of the best wives amongst the Esquimaux people. The infirmity of the wife led Capt. Ross to

believe that, in this instance, the promise would be kept; and, having rewarded them with a couple of fish-hooks for the salmon, which they had brought, they left the ship, bending their course to the south east.

At 7 o'clock in the evening, Capt. Ross left the ship on his excursion, but half an hour had scarcely elapsed, before one of the party returned, with the intelligence that the sledge had broken down, and that the carpenter was to accompany him to the spot, for the purpose of repairing it. Towards evening some more of the party returned, having seen on their way five deer with their fawns.

On the following day, the whole of the crew were on the alert, with the hope of falling in with the deer and the fawns, but, after spending nearly the whole of the day in quest of them, they returned with only two geese and three plovers.

The crew were now chiefly employed in painting the mast heads, and rigging out of the ship, in which they were encouraged by the thought, that they were then fitting the masts, which were to bear their sails into seas, where a sail had never been reefed before, and which were to be filled with the breeze, that was to waft them to a land, untrodden as yet by European foot, and which was to carry their names down to posterity, as the greatest, the noblest of British mariners.

On the 3rd of July, Commander Ross returned from his excursion, and on the same evening Capt. Ross returned, bringing with him a heavy load of fish, which he had obtained from the Esquimaux, amounting to between four and five hundred pounds. These were fish, that the Esquimaux had buried since last August or September, it being their custom, in general, to bury in the snow their superfluous stock, to which they repair in the winter when short of provisions, but, notwithstanding their habitual gluttony, they will sometimes endure the utmost extreme of hunger, rather than undergo the fatigue of travelling to their stow-holes, to fetch away a part of their contents. The whole of these fish were as hard as a rock, from the intensity of the frost, but, on being thawed, the juices of the fish appeared to be as fresh as on the day of their capture. This great num

ber of fish were obtained for a seal knife; but Capt. Ross was obliged to leave a still greater number behind him, which a party were to be sent from the ship, on the following day, to fetch away. Capt. Ross saw two bears, and salmon innumerable, of which he was resolved to take the advantage, by sending a party with a net to catch them. Commander James could have almost expended his ammunition in firing at the different animals, particularly deer and bears; but, not being possessed of the means of conveying them to the ship, from the inability of the crew to drag the sledges, he forbore firing at them, although, in some instances, he found it necessary to check the audacity of the bears, by a visitation from one of his rifle balls, and to show them, that he was perfectly prepared for them, if they should presume to make an attack.

On Sunday the 4th of July, a ratio of three pounds of salmon, and four ounces of rice, was served to each man, in lieu of preserved meats, and from its being a complete change of diet, with the prospect of its continuance, the crew exhibited some specimens of the prevalent vice of their new acquaintance, the Esquimaux, in gluttony; from which, however, no ill effects presented themselves on the following day, although it was in some measure to be feared, from the peculiar state in which the fish were dressed.

Late in the evening the party returned, which had been dispatched for the fish, which Capt. Ross had left behind him, and the number, which they now brought, was considerably greater than that, which had been brought by Capt. Ross. These fish were, however, not all of them the produce of the last year's shery, for the greater part of them were fresh caught. The men were immediately set to work to clean out a tank, that had been obtained from the stores of the *Fury*, for the purpose of preserving the fish, as a supply for the ensuing winter. The method of stowing away the fish, was performed by first laying a thick layer of snow at the bottom of the tank, then a layer of fish, and so on until the tank was filled. The Esquimaux, in stowing away their fish, never adopted the plan of gutting them, by which an unpleasant flavor was imparted to the flesh,

especially that part, which was contiguous to the liver; it was, however, no trifling occupation for the crew of the Victory, to gut and clean between two and three hundred fish; and as it was considered an extra labor, apart from the usual routine of the duty of the ship, there were some amongst the crew, who, notwithstanding the hearty meal, which the fish had afforded them on the preceding day, heartily wished, that there was not a salmon to be caught in any of the lakes of the country.

On the 7th July, Capt. Ross had the satisfaction of emancipating from their thralldom the major portion of the pieces of the steam engine, which had been imbedded in the ice, ever since the Victory had been in her present harbour. The acquisition of them was, however, scarcely worth the labor, which was bestowed upon it, for their value was now only merely relative, as to the uses, to which they might be afterwards applied, for in themselves they were nothing more than so many pieces of useless lumber.

During an excursion, which two of the crew made this day, for the purpose of intercepting some of the deer, which were observed bending their course to the northward, they fell in with an old fox, which had seven cubs. After some manœuvring, they got within shot of the mother, and soon killed her, when her entire progeny were caught by the sailors, and conveyed on board.

On Sunday the 9th, an Esquimaux came to the ship, for the purpose of informing Capt. Ross, that he had a number of salmon in a stow-hole, which it was his desire to dispose of; and a party was shortly afterwards sent with the Esquimaux to convey the salmon to the ship; the remuneration demanded, being only a file and a seal knife. The party returned in the evening, with 163 fish; 105 being dried, and the remainder not dried.

In speaking of these fish, which were called salmon, they must not be supposed to come to any thing approaching the size of the fish caught in the rivers of Scotland or England; in fact, they can only be considered as a species of trout, for the whole 163 weighed only 122lbs. 6oz., which is not a pound to a fish. The number, that were caught, however, appear

actually incredible, nor in one instance could we ourselves give credit to it, on the statement of only one of the crew, that was present, but we made the enquiry of another of the crew, and he fully corroborated the statement of his messmate.

On the 15th, two of the old Esquimaux came to the ship, and informed Capt. Ross, that they were going to fish; Commander Ross determined to accompany them, for, if their report were true, a few hauls with the net would furnish them with an ample supply for the whole of the ensuing winter.

The Esquimaux remained on board all night, and early in the following morning, Commander Ross and Mr. Mc'Diarmid started with them, attended by eight men and two sledges. The report of the natives, respecting the number of salmon, that swarm in these lakes, was soon verified, for, on the first haul with the net, they brought 520 on shore!—and the next haul, 1130!! Nothing, however, could exceed the surprise and joy of the Esquimaux, when they saw such a shoal of fish tumbling on shore, accustomed as they had hitherto been to catch them only by two or three at a time, according to the number of hooks, which they might have in their possession. On this occasion, however, when they saw the fish coming in shoals on shore, they jumped into the water, uttering the loudest exclamations of joy, and began to ladle the fish out with their hands, throwing them as far upon the land as possible; but the most extraordinary of all their motions was, the manner, in which they would have killed the fish, had they been permitted by Commander Ross; for, taking the fish in their hands, they carried it to their mouth, and opening it to its full extent, bit off the back part of the head of the fish, not disdaining to eat the bitten part in its raw state, and to all appearances with an exquisite degree of relish. Commander Ross had, however, lived long enough in his native country to know, that there were other people besides the Esquimaux, who consider the jowl of the salmon by no means as an inferior part of the fish, and therefore he felt no great inclination to have all his fish mutilated in that quarter, where the epicure looks for his dainty morsel of gristle. Finding it impossible to convey all the fish to the ship, Com-

mander Ross gave the Esquimaux as many as they could carry; and he gave them to understand, that after three *seniks*, he should be at the lake again, when, if he were equally successful, a further supply should be given them.

On the 12th, the mess-berth of the crew was removed to the fore head, for the purpose of having the winter one cleaned, and painted: for, what with the constant burning of the lamps and other accidental causes, the winter habitation had assumed a blackness, very much resembling a blacksmith's forge, or the interior of a gasometer.

“ Black were its sides, as dens of Erebrus,
And they, who dwelt therein, look'd like the fiends,
Who in Tartarean caves the damned vex,
And from their throats belch forth huge wreaths of smoke,
Of sulphurous stench, stifling the breath of life.”

A part of the labor of the crew now consisted in getting on board the flags, pikes, &c. as well as all the instruments, that had been used in the observatories; and every thing indicated the approaching departure from a place, which might never be visited again, and where few circumstances had occurred to render the recollection of it agreeable. The monument of snow would in a short time be the only record, that the place had been visited by the stranger: but there was no one left behind, to tell whither he was gone, or the fate, that had befallen him.

The rigging of the ship was now nearly finished; on the 20th, the crew's nest was got up, and the Victory, as the sailors expressed themselves, began to look like herself again; on the 21st, some of the sails were bent, and the crew got their chests and bedding ashore, for the purpose of giving them a proper airing previously to moving into the half-deck. The sailors were, however, greatly tormented by the mosquitoes, which swarm in those latitudes in the summer months, and from which they could scarcely find any protection either by night or day.

The chief business of the Esquimaux, at this season of the year

appeared to be, the transportation of their hoards of fish from one station to another ; for it was remarked, that they never fixed their habitations twice in the same place, which imposed upon them an additional degree of trouble, for it was natural to suppose, that they would build their huts where their magazines were to be found : on the contrary, they built their huts at a distance from their stores, on the principle, we suppose, that it is not so well to take the horse to the water, as to bring the water to the horse.

In pursuance of his appointment with the two Esquimaux, Commander Ross repaired, after the three *seniks*, to the fishing lake, and, on his arrival there, he found, that his acquaintance had been there several hours before him. On observing him approaching, they set up a loud shout of joy, and placed themselves in the most grotesque attitudes, pointing to the lake, as if declaratory that the cause of their joy was there to be looked for. On arriving at the margin of the lake, Commander Ross was well able to account for their transports of joy, for the lake appeared actually as if it were filled with fish. No time was lost in throwing in the seine, and at the first haul they brought out 3,400! the seine threatening to break every moment, with the weight of the fish. There is only one other haul of fish on record, which can stand the comparison with this most wonderful draught of fishes : but the former, was a miracle, the latter, a natural occurrence. The tacksmen of the salmon fisheries of Scotland, however, would look upon a haul of 3,400 salmon in one net, as one of the greatest miracles, that ever happened in their country, since their patron Saint Andrew fed, and satisfied the hunger of three hundred of their highland countrymen with bullock's liver.

The number of men on the sick list were still great ; nor was their progress to recovery so rapid, as the nature of their complaint had originally led their medical attendant to suppose could be the case. Daily exercise was prescribed to them : and the facility, with which fresh provisions were obtained, excited the strongest hope, that the complaint would soon yield to the

regimen, that was prescribed. A slight indication of scurvy also manifested itself at this time, which excited greater alarm than any other complaint, with which the crew were afflicted: for the scurvy on board a ship, the small-pox in a Hottentot village, and the cholera in an Indian army, are similar in their mortal consequences.

As Commander Ross did not return the same night, from his fishing expedition, some apprehensions were entertained, that an accident had befallen him, and accordingly a party were sent from the ship, to ascertain the cause of his protracted stay. Half way from the ship, however, he was seen advancing; his sledges so laden with fish, that the dogs, with the assistance of the men, could scarcely drag them along. It appeared, from the report, which he gave, that he threw the net in a second time, entirely for the benefit of the natives, and the number of fish caught, amounted to 2,360: making altogether, in two hauls, the almost incredible number of 5,760 fish!! Commander Ross appropriated only 600 to himself; leaving the remainder to be disposed of by the natives amongst themselves, according to their own will and pleasure. This step, on the part of Commander Ross, was one of great kindness and humanity towards the poor creatures; for one of their chief means of subsistence during the winter, or, when the seals begin to get scarce, is their hoards of fish, which they may have caught during the summer; and two such hauls, as had been obtained by Commander Ross, was nearly sufficient to place the whole of the tribe out of the fear of suffering from want, for the whole of the ensuing winter, independently of the ample supply of food, which it furnished them for the present time.

If the minds of the Esquimaux were inclined, previously to the capture of so many fish, to entertain the belief, that the strangers were beings of a supernatural cast, the late events were well calculated to confirm them in that opinion; for it was far beyond the limits of their conception, to comprehend, that the capture of nearly 6000 fish, at two hauls, could be accomplished by any other beings than those, who had the subject

of the animal world under their dominion, and which, therefore, hastened in swarms to be killed, whenever it was the will of their masters, that their lives should be sacrificed. It was the intention of Commander Ross, to have left with the natives a piece of netting, sufficiently large to enable them to catch a limited number of fish at a time, and it would have been a kind of boon to the nation at large; but his good intentions were frustrated by the misconduct of the Esquimaux themselves, who, in return for his generosity, in having bestowed upon them such a number of fish, attempted to steal one of his nets, an act, in his eyes, which rendered them undeserving of any future act of kindness.

On the 22nd, two of the crew were sent inland, for the purpose of bringing some of the articles, which Commander Ross had left in a particular place, from his inability to convey them to the ship, on account of his heavy load of fish, which he had to convey; and on their return to the ship, they brought with them a live leveret, which they had hunted down, and which it was their hope, that they should be able to keep alive during the remainder of the voyage.

These men also brought home some small birds, which they had killed, for their tameness was so great, that they were able to knock them down with their poles. They almost verified the description in Cowper's beautiful lines, supposed to be written by Alexander Selkirk:—

“ They are so unacquainted with man,
Their tameness is shocking to me.”

On the 24th July, the ship, for the first time since its being locked up, was entirely free from ice, and the launch was nearly so. The feelings of the crew may be easily imagined, at the near prospect, which presented itself, of their emancipation from a long, dreary, and helpless state of entanglement; and the extreme delight, with which the seamen, imprisoned as they had been for so many months, “ in thrilling regions of thick

ribbed ice," looked forward to the time, when once more on their own element, they would listen to the shrill whistle,

"Which doth order give

To sounds confus'd, and mark the threaten sails,
Borne with the invisible and creeping wind,
Draw the huge bottoms through the furrow'd sea,
Breasting the lofty surge."

Early in the morning of the 25th, Commander Ross took an excursion into the country, for the purpose of gathering flowers, catching insects and butterflies, or any other object of natural history, that might fall in his way: his success in those departments was not, however, very great; nor could it be expected that Flora would be very lavish of her beauties in a hyperborean region, or that Nature would deck the few "winged inhabitants of the air," with all the gaudy dyes and glittering hues, which delight the eye in tropical climes. Here, there was no roaming at liberty in the sun-lit fields, and sequestered dells, where the modest primrose, the golden buttercup, the splendid foxglove, the dancing daffodil, and the sweet-scented violet are profusely scattered. Here, you could not lie at your length at mid-day, on the side of the broad-breasted mountain, purple with heath flower, entranced with silent extacy; or sit on a shady bank, gazing on the earliest primrose of the year, with admiring wonder, or bend in a retired nook, with intensity of interest, over the blue minute flower of the forget-me-not. No: here Nature was seated on her throne of sterility, in the very verge of her empire; some tiny flower, to which all odour was denied and pale and faint in colours, peeped through some crevice of rock, shrinking from the sullen blast, which at times swept over it, and apparently conscious of the brevity of its existence. Some stunted blades of grass, which had borne the weight of the snow of an arctic winter, shot forth their spiral heads in lone tufts, yielding to the hare its scanty food, but forbidden by nature to bear a seed. The pilgrim in the Steppes of Siberia

in the deserts of Africa, or the savannahs of America, has the tree, under which he can shelter himself, but in the region of desolation, the eye wanders over an illimitable extent of snow-covered rocks—the vault of heaven resting upon them, round and round, as if it were the limits of the world.

From such a region as this, little could Commander Ross expect to gain, whereby he could enlarge his knowledge of the animal or the vegetable kingdom, or obtain any valuable addition to his scanty stock of natural curiosities. Amongst the animals hitherto obtained, their natural history was well known, as being only modifications of the species known to exist in other latitudes. In the ornithological department, not a bird was seen, the natural history of which was not well known, or which were not the common inhabitants of countries, which had been visited by the earliest navigators, or the description of which, was not to be found in the works of the olden writers. The seas yielded but the seal, the walrus and the whale; of the molluscous animals, the specimens were of the most insignificant kind, and differing very little from the common perriwinkle of our seas.

The specimens, with which Capt. Ross had succeeded in filling his cabinet, were but so many types of the same species, known in his own country, and from which not a single department of science could be enriched or benefited. The anxiety and expense, bestowed in bringing a rhinoceros or a tapir to this country, deserve the unqualified approbation of every one, who is solicitous to extend his knowledge of the wonders of the animal kingdom; but it would be a matter of some difficulty, to determine the necessity or utility of bringing a hare from Felix harbour, which, neither in its natural properties nor habits, differs in the slightest degree from the same species of animals, that abound in the hills of Scotland, as well as almost in every latitude in the world. There was indeed some degree of pride, in being able to say, that it was a hare caught where no European ever caught a hare before, and where it is most probable that no European will ever catch another. The answer, therefore, was perfectly correct and judicious, which Capt. Ross gave to

the committee of the House of Commons, where he was asked, "What were the scientific objects, which had been obtained by the expedition?" and he answered, "That when he was at the magnetic pole, he was in a position where the horizontal compass has no power of traversing to any particular point."

Every exertion was now used to make the vessel ready for sea; for it was expected every day, that the ice would be in motion, after which every moment would become of the utmost consequence, and the loss of a single day might be the means of frustrating the end of the voyage altogether.

On the 26th, the launch, which had been drawn under the ice, was released from its entanglement, and hauled on shore above high water mark, when, on examination by the carpenter, it was found, that nine of her timbers were broken, and some of the butts started. This was regarded as rather an unfortunate circumstance, for the services of the carpenter were fully required on board the ship, and yet it would by no means have been an act of prudence or of common discretion, to have left the launch behind them.

The weather had now become exceedingly tempestuous, accompanied by heavy rains, but still not a night elapsed, that the officers and men did not repair to the lakes, both with the net and the angle. The success with the former, has been already stated, and with the latter it was almost equally great. In eleven days, the crew caught with the rod 369 fish, the weight of which was 237lbs. It was not, however, only with the net and rod, that they pursued the sport of fishing, but they had also recourse to the gun, and it was perhaps the most amusing of all the three methods; for frequently they fired into a thick shoal at random, and the noise and bustle occasioned by the wounded in the water, were a source of great merriment to the sportsmen.

- On the 1st August, the main ice was seen in motion, which had been stationary ever since the 17th of October 1829; but still no immediate prospect presented itself of a speedy emancipation from their protracted imprisonment. Unfortunately there were ten of the crew on the sick list, which, at this particular juncture, was a matter of the most serious import. Ever

those, who were reported to be in good health, were by no means able to perform the common duties of the ship, much less to undertake the execution of those severe and arduous labors, which were in daily prospect before them.

On the 5th, the launch being repaired, was got to sea, and brought alongside of the Victory. The crew were employed in getting the boats on board, as well as every thing that was on shore. They then proceeded to water the ship, whilst the mechanics were employed on the lee-boards.

On the 11th and 12th, the wind came round to the south, with the ice running strong to the north. Lanes of water were distinctly seen between the floating masses of ice, the current apparently from three to four knots an hour. In order to enable the Victory to accomplish her departure, a south-westerly wind was necessary, to clear the passage of the ice; but the wind had set in from the north, and continued to blow with great violence, from the 12th to the latter end of the month. This delay enabled them, certainly, to put the ship in the best possible state for the prosecution of the voyage, but still their prospect, on the whole, was any thing but of an exhilarating nature. It was on the 2nd of July, that Capt. Parry effected his escape from Winter Island, and that period was almost thought too late to hope for any successful result, previously to the setting in of the ensuing winter; with Capt. Ross, however, the month of August was nearly closed, and still no prospect of his liberation, it was, therefore, to be expected, that some part of September would elapse before he could proceed on his voyage; and as, in the preceding year, he had been blocked up in the middle of October, he had not before him much more than a month, which he, perhaps, might be able to employ in the prosecution of his voyage.

The wind still continued to blow hard from the north, and, on the days, with so much violence, as to endanger the upper rigging of the ship. It was to the whole of the crew a severe affliction to see themselves cooped up, as it were, in a small space, and, at a distance from them, the ice running in lanes, by

which they might have been able to extricate themselves from their imprisonment.

On the 21st, the ice cleared away a little to the northward, where, on account of the prevalence of the winds from that quarter, it appeared to be closer packed than in any other place. Commander Ross went in a boat, to examine the state of the ice; and, on his return, he reported, that no immediate prospect presented itself of prosecuting the voyage, and even then his hope was not great of being able to effect a considerable advancement; at all events, that they had to look forward to a most difficult and intricate navigation, in which it would be necessary to call all the nautical skill of the officers into action, to save the ship from destruction.

The dismal prospect, which the present situation of affairs held out to the men, tended in a great degree to dispirit them, for nothing presented itself before them, but another winter encampment, if the term may be applied to the operations of a ship, with the certainty also pressing upon their minds, that they should have to endure a scarcity both of fuel and provisions; of the former, their stock was getting low, and well indeed was it for them, that the steam engine had not been found applicable to the navigation of the Polar seas, or they would not have had fuel enough even for their present purposes, much less to support them through the rigour of another winter; during which perhaps, their very lives depended upon the fires, which they would be enabled to keep in the respective berths of the ship. It must be admitted, that, during the two or three preceding months, no scarcity whatever of provisions had been experienced arising from the almost inexhaustible supply of fresh fish, which the lakes produced, and the birds and animals, which were daily brought to the ship by the officers and men. This regular and wholesome supply of provisions not only tended to improve the health of the men, but it prevented that heavy and constant drain upon the stores of the ship, which in a short time would have so far exhausted them, as actually to make them dependent for their maintenance, upon the very animals, which frequently

those northern seas, and which cannot be considered palatable to any taste, but that of an Esquimaux.

The occupation of the officers and men, during the night, was chiefly confined to angling, and their success in general far exceeded their expectations. It, however, could scarcely be called angling, for the shoals of fish came often so close in shore, that they might have been ladled out with the hand. On the 30th, they had the misfortune to lose two of their rods overboard, one of which belonged to Capt. Ross; and although the crew dragged for them with the seine, they could not be recovered. On the following day, however, the rod belonging to Capt. Ross, was seen floating, by the steward, but the other was irrevocably lost. One of the sailors was despatched regularly every day on shore, to obtain some grass for the hare; although it was in vain to expect, that the life of the animal could be preserved during the winter, when no food could be found on board, by which it could be maintained.

The ice still remained closely packed round the ship, but on the 31st, the wind veered round to the westward, and a dawn of hope now burst upon them, that their period of emancipation was at hand; but short and momentary was the light, which illumined the darkness of their situation, for, on the 1st, the wind changed to the northward again, blowing exceedingly hard, with heavy falls of snow, and the mean of the thermometer below the freezing point. This was to them a melancholy harbinger of their future fate—it was a warning to them, that the summer was nearly at a close, and a prognostic, that the season was fast approaching, when all the fortitude and energy of their respective characters would be called into action, to enable them to support the trials and privations, which they would have to undergo.

On the 2nd, the wind blew a hurricane, more violent and severe, than had ever been remembered by the oldest seaman on board. It was in vain to attempt to bear up against it, the fore-topmast yielded to its fury; and, for some time, the strong-apprehensions were entertained, that the upper rigging of the ship would be entirely blown away. The consequences of

this hurricane were, however, in another respect, of still more injurious consequences to them, for it impelled the ice from the northward, in large floes, into all the bays and inlets; and thus the difficulty of the Victory affecting her passage through it, was greatly enhanced. Capt. Ross for some time had it in his contemplation, to move the ship a little further to the northward, but the situation, in which the Victory was placed, was so peculiar and awkward, that no opening whatever could be obtained. The harbour was directly under an island, with a passage between of about 20 to 30 fathoms broad, but exceedingly shallow, with the exception at the spring tides, and then there was water sufficient in some places to carry her through. Pieces of wood were laid down as buoys, for the purpose of making a fair channel, but the depth of the water taken by soundings, was so unequal, and the changes so sudden, that one moment, the vessel might be in deep water, and in the next, her keel might be resting on the bottom. There was sufficiency of water to enable the Victory to circumnavigate the island, but the ice was always so closely packed about the outside of it, that all attempts at navigation would be found fruitless. In the main passage, where the Victory lay, the depth of water was sometimes only 18 inches, and generally varying from three feet to four and five fathoms. To attempt to force this passage at low water, would have been tantamount to the destruction of the ship, or to a detention for another winter in the harbour, which might ultimately be the means of defeating altogether the object of the expedition. It was the determination of Capt. Ross to get through the passage at high water; and, taking advantage of the spring tides on the 4th September, the men, with three hearty cheers, threw off the lines, and began the warping of the ship through the passage. It was the moment of enthusiastic exhilaration throughout the ship; from man to man the hurrah of congratulation passed merrily, for the ship was again afloat, and steering onwards for her destination.

It was exactly at two o'clock, on the 4th September, that the Victory left Felix Harbour; but short, indeed, was the period of their mirth, for she had scarcely proceeded three times her own

length, when she grounded on a rock, and, as the tide ebbed, she slipped off, and took the bottom. The situation of the Victory was now of the most alarming nature; their only hope was, that she might float at high water; to enable her to do which, it was found necessary to lighten her, which could only be effected by taking every individual article out of her, which was a labor of no trifling character:—the danger was great; the remedy, that was to be applied, would have paralyzed the energies of the common man, and despair would have crept slowly upon them, as if the task, which they had to accomplish, was beyond the means of human power. It is not, however, the characteristic of the English sailor to ponder on the execution of an act, when the safety of his ship is in jeopardy, or which falls within the sphere of his duty to perform—no murmur then is heard, but heart and soul are combined to accomplish the act, and in the ultimate removal of the danger lies the reward of the sailor.

After an extent of labor, perhaps unparalleled on board a ship, the Victory was literally gutted; and all her stores, provisions, not forgetting the flour tubs, filled with the produce of Capt. Ross' commercial undertakings with the natives, were placed on the beach. A foreboding, not of a very pleasant nature, did not fail to come across the minds of some of the crew, whether their present situation might not be looked upon as the counterpart of the fate of the Fury; and whether their stores might not be the fortunate means of saving some future navigators from starvation, in the same manner as they had been saved by the stores of the Fury.

With feelings of the most intense anxiety, they awaited the ebb of the tide, for on it their future fate depended. Should the Victory not float at high water, their situation was indeed desperate in the extreme, for it then appeared to them, that no other alternative was left, than to leave the Victory, as the Fury had been left, and seek to regain their native country by reaching Fin's Bay in their boats, and there attempt to fall in with some of the whalers, who were accustomed to frequent the entrance of Lancaster Sound, or the inlets farther to the southward. But, in this last refuge, as the only object to which the drowning

mariner could cling, the dreadful thought intruded itself, that they would be obliged to winter in the country, for, at that season of the year, the hope was vain of falling in with a whaler, as those ships were by that time on their homeward passage; and, therefore, a dreary prospect of nearly nine months of misery and destitution was before them.

Steadily was the eye fixed upon the vessel, as the tide flowed round her; and deeper and deeper was the anxiety, with which the mark was regarded, which indicated the altitude of the tide. It was now three quarters tide, and still the Victory was stationary. The water had risen above the numerical mark on her rudder; and therefore, unless she was actually jammed in between two rocks, the confidence amounted almost to a certainty, that she would float before the water had reached the high water mark. It was one of those trying moments of human life, which description cannot reach, and which, imagination in the wildest of her flights, can scarcely approach. It was the moment of decision, perhaps, between life and death—between a long and dreary period of misery and want, in the utmost extreme, of human suffering, and a safe return to their country and their home.

Gradually, and as it were with the imperceptible growth of the tide, the water gurgled round the Victory. It was a breathless expectation, depicted in its strongest features, on the countenances of the anxious mariners; and, as the ship first heaved with the wave, that came rolling towards her—the water on the bows shouted, “she floats, she floats.” The sound passed from the foremast to the mizen: and Hope, the tutelar deity of the sailor, whispered her inspirations into every breast. The tide was not yet at its height; but although the ship was afloat it was impossible to take any advantage of her being at liberty for as the stores, and in fact the entire cargo of the Victory, were on the beach, it would have been the extreme of bad management, and perhaps the means of deranging the whole of the future proceedings, if they had attempted to move from that position, in which they then lay. It was, however, considered an act of prudence to get her into deeper water, and she was therefore moved as far as possible further to the northward.

which, after every exertion, did not exceed much more than her own length. She was here laid alongside of a berg, which appeared to form a good hold for her; the whaler was also laid alongside of her, but the pressure was so severe, that she was staved in.

With the reflux of the tide, the Victory grounded again: and it was found, that her situation was not even so safe as that, in which she lay a few hours before: for the bottom was discovered to be composed of rocks, with sharp, jagged points; for which reason, a strong fear was excited, that the bottom of the Victory might be so injured as to render her wholly unseaworthy. The ship was also very much encumbered with having her bows hanging on a berg: for it was likely to give her a strain, which would so disarrange the whole of her timbers, as to prove too serious a defect to be afterwards remedied. The Victory may now be considered to have been in a most critical state: her keel was resting on a rocky bottom; her hull in danger every moment of being staved in by the pressure of the ice, which was rather in the progress of accumulation than of diminution; and the dreadful prospect upon the minds of the crew, that ere a few hours had passed over their heads, they might be, upon the face of the earth, the most desolate and forlorn of human beings. It became now a matter of serious consideration, whether the stores were to be re-shipped immediately on board the Victory, whether the vessel was to be pushed further through the passage, and the stores then to be conveyed on board by means of the launch. The chief objection to the adoption of the former was, an increase of the depth of water, which the Victory could draw, and thereby augment the risk of her grounding in the passage, from which, perhaps, she never could be released: on the other hand, were their efforts, in forcing their way through the passage, to prove successful, their future plans might be wholly defeated, by the necessity of being obliged to stop, whilst the stores, &c. were conveyed on board, by the slow and tedious conveyance of the launch. With the view of determining this important point, some hands were sent to the northward, to obtain soundings: and although their report could not

be interpreted as decidedly conclusive of the measures, that were to be adopted, yet it was determined, that the provisions should be immediately re-shipped; of course, all hands were set to work, and a heavy labor it was, which they had to perform. The whole of the 6th and 7th, was employed in bringing the things on board; although, during the greater part of the latter day, the Victory lay aground, and in a most awkward and dangerous situation. In the words of one of the officers of the ship, if any pressure had now come on from the ice, it would have been their fate to say to the Victory, as was said to the Fury, "Good bye, Victory." In fact, dangers appeared to accumulate around them, in every quarter; and their only chance of emancipating themselves from their perilous situation, was to cut through the bergs, and thereby obtain a passage for the ship.

On the 8th, the re-shipment of the stores was completed, and the men were set to work with the ice saws, to cut the bergs to pieces. The wind, however, still continuing to blow from the north and the north-east, contributed not a little to retard their operations, for the ice was continually impelled with the tide into the bay, and, in a short time, formed such heavy masses, that it was in vain to attempt to force a passage through them. By dint of great labor and perseverance, however, a channel was made through that part of the ice, immediately on the bows of the ship, and the hawsers were heaved on the head, for the purpose of warping her through the channel; but, notwithstanding all their united exertions, not a single haul or square of the capstan could be got, indeed it appeared, as if the ship were immovably wedged in between the ice, and that it defied all human power to advance her a single fathom from her present position.

On the 11th, the wind came round to the south, which inspired the crew with some hope, that their emancipation was at hand, but the ice remained every where stationary, and the frost was so severe, that every particle of water was covered with young ice. This was a most disheartening prospect to the whole crew, and excited in the breast of Capt. Ross, the most serious apprehensions for their future fate; for it appeared to him, that no other destiny awaited them, than passing another

winter in the same harbour, which might ultimately oblige them to bear away for England, on the breaking up of the ice, in the following summer, from a total inability to prosecute the voyage from a scarcity of provisions.

During the whole of the 11th, all hands were employed with the ice saws, and to all appearance a passage was open for the ship; an attempt was now made to get a haul of the capstern, but the ice prevented it, for so closely was the ship bound in with heavy ice, that the ice saws could scarcely penetrate to the depth; even the force of the capstern, with three hawsers, was not sufficient to move her an inch from her position.

On the evening of the 11th, the *Aurora borealis* shone with uncommon splendour, it being the first time that it had been seen since the preceding winter. Bright and beautiful as was the phenomenon, it was still to them the harbinger of approaching winter, and that the time was near at hand, when it would be the only light, which would beam upon them from heaven, or which would illumine the desolate region around them.

On the 12th, nine Esquimaux came to the ship, the majority of whom were entire strangers; they had left at a distance fourteen women and children, for the purpose of rigging out their tents, but not having any article of traffic with them, they excited very little attention, and were allowed to depart, without any presents being made them.

The crew were still employed on the 12th, in cutting the bergs, and, on the following day, the ship floated, with a head wind from the south, and, to the great satisfaction of the crew, the ice running to the north.

On the 13th, the vessel was visited by a whole tribe of Esquimaux, who, in the present situation of the ship, with every hand engaged either on deck, or on the ice, were by no means very welcome visitors. They appeared, however, to be of a very different opinion, for they did not testify the slightest disposition to leave the ship; on the contrary, they gave Capt. Ross to understand, that it was their intention to take their *senik* on board, and to proceed on their journey, on the following day. Capt. Ross was not without some experience in the character of

these people : and it is very natural to suppose, that an individual, who has been frequently cheated by a particular class of persons, is not very solicitous afterwards to renew their acquaintance. He, therefore, in an authoritative tone, gave the Esquimaux to understand, that they might take their *senik* in any other part of the world, which their fancy might select ; but that it was his positive determination, that it should not take place on board of his ship. This was, however, a mode of argument, which they did not understand, or if they did understand it, it did not in the least harmonize with their own individual feelings ; for as, from their infancy, they had never been subject to any authority, they were not disposed to bend to it, from a person, who, although he might have dropped amongst them, in a most extraordinary manner, and appeared to be invested with the character of a superior being, yet it was to them by no means a settled point, that he was to determine the exact place, where they were to keep their *senik*, and to deny to them those rights of hospitality, which had been allowed to their brethren. The vicinity of Felix Harbour was not, however, the only place, in this motley world, in which the might of the strong prevails against the claims of the pauper and the dependent. The Esquimaux had come without a passport ; for they had brought neither skins, nor trousers, nor hoods, nor mittens, nor any article of their household gear : and, therefore, with all that coarseness of manners, which is habitual to the British sailor, when he is standing on the deck of his own ship, the Esquimaux were by turns handed down the ladder, and left to take their *senik* under the cope of heaven, which perhaps to them was a nobler covering, than the smoke-dried rafters of an English vessel.

The wind continuing to blow from the south, the ship, on the 15th, was heaved a-head, with the ice running north, making a heavy pressure against the stern of the vessel, and exciting some apprehension for the safety of the rudder. Some very opposite opinions were at this time held on board the ship, as to the course of management, which was pursued on this occasion ; and many there were, who, although they could not boast of holding the King's commission, or who had gone through their examina-

tion before the lords of the Admiralty, yet who had gained sufficient experience to decide, that there is an essential difference, between having the command of an expedition, and the possession of the abilities requisite to perform the duties of it.

On the 16th, the ship was heaved out in clear water under the island, and every preparation was now made for sea. In the mean time, however, some serious complaints were made to the commander, in regard to the nature of the provisions, and the effect, which they had upon the health of the crew. As the winter approached, they were allowed a certain quantity of salmon every alternate day; but the fish, that were allotted to them, were those, which had been preserved in vinegar, if, in this instance, the word preservation may be allowed. After undergoing the process of boiling, the fish would drop all to pieces, nor were they accompanied with that wholesome smell, as to invite the appetite to partake of them. The fish, selected for the mess in the cabin, were taken from one of the pickled casks, and they were always cooked by themselves; but the fish, destined for the messes of the sailors, were all cooked together, or rather steamed, for every thing, that could be done, was performed by steam; the consequence of which was, that the middle part of the fish was raw, whilst the outer parts were like so much saw-dust, mixed with water, and accompanied with such a disgusting smell, that the officers in the cabin could not endure it, and the fish was no sooner put upon the table, than it was taken off again. It was rather a ludicrous sight, to observe one officer after the other, applying his fingers to the nostrils of his nose, on the introduction of the fish, for the purpose of preventing the odour reaching the olfactory nerve, and then all of them bursting out with the same exclamation, "Take it away, take it away;" and the fish was again committed to its original element, for even the cats, of which there were four on board, would not even partake of it.

In regard to those animals, a circumstance occurred, which is strongly corroborative of the proverbial cunning of the fox. It has been stated, in a previous part of this work, that an old fox was killed, which had four cubs, and these animals were

brought on board the Victory, and were allowed to run at large about the lower deck, where they had for their companions, the four cats, who did not appear by any means, to relish this encroachment upon their hitherto undisputed sovereignty. Amongst the cats was an old tom, who might be considered the patriarch of the feline community, and who, from his age and standing, ought not to have been exposed to the tricks and gambols, which the young foxes were continually playing, and which, certainly, were sometimes performed at the most unseasonable times, especially, when old tom was taking his *senik*, before the fire in the stove. The cubs, in some respects, found the three younger cats to be rather of a sociable disposition; and there is very little doubt, but that the cats and the foxes would have lived on very friendly terms with each other, had it not been for the surly and morose disposition of old tom, who appeared to have other things to think of, than playing at bo-peep or hide-and seek with the intruders, amongst the tubs and chests, which were stowed away in that part of the ship allotted for their habitation. The foxes appeared to be thoroughly convinced, that, single handed, they were no match for old tom, but their natural cunning told them, that by entering with each other, into an offensive alliance against him, not only his haughty spirit would be subdued, but perhaps their own supremacy established; at all events, he would be brought to the knowledge, that they were not the animals to be treated with that indignity and contempt, which had hitherto been their lot to receive from him.

The first point of attack, projected by the allies, was against the food, which was daily allotted for the consumption of old tom, for they appeared not to be ignorant of one of the first principles of war, which teaches, that the surest way to bring an enemy to submission, is to starve him out. The allies acting up to this principle, attended regularly at the time when the cats were fed; and old tom had no sooner taken possession of his allotment, and had retired to some corner, for the purpose of comfortably enjoying it, than the allies followed him, but showed not the slightest disposition to obtain from him his allotted portion of food, by any direct act of hostility or aggression.

tion. One of the allies placed himself in the front of old tom, not daring to lay his paw upon the lump of flesh, that he was masticating; nor did tom appear to treat the impudent observer of his actions, with any tokens of fear or resentment. On a sudden, however, an attack was made in a quarter, which tom little expected, and the reason of which he could not possibly guess. This part, so rudely and insolently attacked, was his tail; and to attack the tail of a cat, is equal in indignity to the tweak of a nose, or a spit in the face, amongst the christians.

It would have been deemed a direct act of cowardice, on the part of tom, not to have resented this attack upon his tail, and therefore, with a becoming spirit, he turned round to punish the insolent assailant, by the severest infliction of his talons, which his strength would allow him. The assailant expected the punishment that awaited him, and dexterously parried the blow, which would have excoriated his face. Old tom, having put his enemy in the rear to flight, coolly returned to conclude his meal; but great, indeed, was his disappointment, when he discovered, that whilst he was defending himself against the attack in the rear, his enemy in front had illegally and unjustifiably seized upon his provender, and was then devouring behind a tub, the last portion of it; casting a look of malicious triumph towards old tom, who retired to a corner, in the sulks, wishing all those at Jericho, who had brought him to a country, where his very food was snapped away from him, by a set of rutes, which, in his native land, never dared to show their faces in his presence.

It was, however, not only once, twice, nor thrice, that this stratagem was played upon old tom, but it was also practised against the other cats; and the foxes supported the character of cunning and artifice, which was given them, at their origin, Nature, and which was confirmed to them by Noah, when sent them adrift from his ark, to propagate their species on earth.

In regard to the curing of the fish, a very serious charge of neglect, not to call it by a much severer name, was brought

against Capt. Ross; and which was too unfortunately substantiated, in the effect, which the eating of the fish had upon the health of the crew. The apparatus in which the fish were boiled, was one of Slater's Patent; the boilers of which were made of copper, and tinned inside, but, from the constant use in which they had been kept, the lining was almost wholly worn off. There being a good supply of vinegar on board, the coppers were filled with salmon, and then covered with vinegar; after boiling eight or ten minutes, the fish were taken out, with great care, and placed regularly, like herrings, in an empty cask; and then the boilers were again filled with fish; the same vinegar serving for several boilings. This plan was pursued, until two large casks were filled, and then it was discovered, that the fish were strongly impregnated with copperas, from the deleterious effect, which it produced on those, who partook of it; and the contents of the two casks were therefore thrown on the beach, in Victory Harbour, as a manifesto of the wisdom and caution pursued by Capt. Ross, in his management of the internal economy of the ship. Nor was this the only instance, in which Capt. Ross appeared to lose sight of the common dictates of foresight and prudence, in the regulations, which he adopted, for the management of the victualling department of his vessel

In consequence of the erection of the steam engine, there was a great deal of copper funnelling on board, which, with the condemnation of the engine, was a heap of lumber, fit only to augment the stock of a marine store shop. It was a bright idea, generated in the mind of Capt. Ross, that this funnelling should be applied to some specific purpose, even if it were in the manufacture of a trumpet, wherewith to sound his fame, as the first of British navigators. It was, however, determined by Capt. Ross, that a more useful utensil than a trumpet, should be made of them, without taking it in the least into consideration whether they were in any respect applicable for the purpose, which it was intended they should be applied, or whether such application might not be considered as a manifest display of the most consummate ignorance and want of all foresight, which

ever distinguished the conduct of any individual, to whose care and superintendence the valuable health of a number of men was confided.

In the various fishing parties, in which the officers and men had been employed, a great inconvenience had been felt, for the want of some utensil, in which to cook their provisions, and which frequently obliged the men to eat their food in an uncooked state. Capt. Ross, no doubt, had heard in England, of copper kettles and saucepans, and as he was in possession of an ample supply of the material where-from they could be manufactured, he ordered the engineer to cut off two pieces of the funnelling, for the purpose of converting them, with all possible expedition, into two kettles, for the benefit of the fishing parties, in which to boil their food. Capt. Ross was perhaps not aware, that another metal is necessary, before copper can be used with any safety, for culinary purposes; and in extenuation of his conduct on this occasion, it must be admitted, that that metal was not to be had, and therefore, perhaps, a cautious and prudent man would never have converted the funnels into either kettles or saucepans, in which the food, that was to be eaten by his men, was to be dressed, without first taking into his consideration, whether the lives of the consumers of the food might not thereby be forfeited. The saucepans were, however, made, and to the deleterious effects of the food, that was cooked in them, were ascribed the fits, to which Anthony Buck became subject, and which terminated in his blindness. Buck, as well as others of the crew, who were engaged in the fishing parties, were accustomed to eat a great deal of fish; and frequently they would not wait until they were boiled enough, which was always done in the copper funnelling, which so impregnated the food with copperas, that scarcely a man escaped the effects of it. As an aggravation of the evil, they would make meal after meal, with not a bit of bread to neutralise the poisonous quality of the food; for their allowance of bread was small, that they would frequently consume their weekly portion in three days, leaving themselves, during the other four, without other food than what was cooked in the copper funnelling.

It was not to be wondered at, that the men were induced, on these occasions, to draw a comparison between the food allotted to them, and that which was allotted to the officers. With the latter, there was no short allowance, no restriction as to quality or quantity: their table was always supplied with the best fare, that the ship could supply; an abundance of bread, preserved meats, wine and spirits; whilst, in the midst of their laborious duty, the men had literally not enough to eat, nor a glass of grog to give a stimulus to their spirits.

The labor, which the men had to perform in dragging the fish to the ship, was too severe for the stoutest men to endure, much less those, who were stinted in their food, and who were deprived of those stimulants, by which even a temporary strength could be imparted to them. The method of transporting the fish to the ship, was in large bags, made of tarpaulin, which, being filled, were placed on the sledge, and then made fast with a very strong lashing. If the men had any bread left, which was a rare circumstance, they were accustomed to place it on the top of the bag of salmon; but it was a difficult matter to keep it dry, for the ice at that time of the year, was very rotten and hollow; for which reason the men would be in one moment on level ice, and the next, up to their middle in water, with the sledge and all the fish also immersed in it. It was a rare occurrence to know more than six men at the sledge; for so few were able to sustain the labor and fatigue, that it would almost have amounted to a sacrifice of their lives, to have put them to the sledge to drag it. Four men were generally the complement, that were able to be put to the sledge; and the weight upon it, sometimes amounted to 900 or 1000 lbs. the number of fish being generally about 300, which, upon an average, weighed three pounds each. The great irregularity of the ice rendered the labor still more burthensome; for in many places it was a continual standing pull, with scarcely a single declivity, which could give a temporary respite to the men.

Some part of the foregoing may be considered, in a certain degree, as retrospective matter, having an immediate reference to some circumstances of the voyage, which have already gone

under discussion ; but some fresh sources of information have lately opened upon us, and which will tend to confirm the falsification of the charge, which Capt. Ross, most injudiciously and unadvisedly, publicly made against us, that our information was not derived from any authentic source, and that his work (if it ever makes its appearance) was to be looked up to, as the only true and faithful narrative of all his exploits, achievements, amours, adventures, sins, transgressions and blunders, which he had in person committed, or caused others to commit, who were under his authority, from the sailing of the *Victory* from Woolwich, to his fortunate reception on board the *Isabella*, after which, according to his own statement before the committee of the House of Commons, his surveys and discoveries were of far greater consequence, than any which he had made, during the whole of his sojourn in the Arctic seas, by which he has himself furnished us with a criterion, whereby to judge of the value of those discoveries ; for we have only to refer to those, which he made subsequently to his joining the *Isabella*, in order to ascertain to a nicety, the intrinsic value of those, which he made antecedent to that event.

CHAPTER VI.

PROCEEDINGS ON BOARD THE VICTORY, DURING HER PASSAGE FROM HER FIRST
TO HER SECOND WINTER HARBOUR. —

1830-1.

On the 17th of September, the ice opened in a most extraordinary manner, with the wind from the north-north-west and the Aurora shining most brilliantly. A boat was despatched to examine the ice, and, from the report, that was received on its return, at 2 o'clock P.M., the Victory was once more under sail, and she stretched along the land until 4 P.M., when, having made nearly four miles, a boat was sent a-head with a whale line, and the ship was made fast to a berg, with the intention of remaining in that position until the following morning.

A considerable degree of censure was attached to Capt. Ross by the whole of the crew, for the most injudicious act of fastening the ship to a berg, under the circumstances, in which they were then placed, nor does it appear, that the censure so passed was not in every respect well founded. This was, however, the only error of judgment, of which Capt. Ross was accused in the management of the ship, through the difficult and intricate navigation, which he had to encounter, and which required not only the most consummate skill, but a most extraordinary degree of presence of mind, which are seldom found combined in the same person.

There were some on board the Victory, who had sailed on former expeditions to the Polar seas, and who had witnessed the tact and ability, with which certain circumstances were taken advantage of, and seized, as it were, by the forelock, showing at once the determined spirit of the commander, and his noble daring, in dashing through the difficulties by which he was beset.

We will not lay timidity to the charge of Capt. Ross; but there is a great difference between that animal courage, which displays itself amidst the carnage on the quarter-deck of a man of war, and that bold and invincible fortitude, which is the touchstone of the man, in the hour of dangers and difficulties. The man who, in the heat of an engagement, will show, that he has a lion heart within him, will frequently show himself the effeminate, or, more properly speaking, he will appear as daunted and unnerved, when his physical energies are to be called into action, for the purpose of avoiding or surmounting an impending evil. This appears, in some respects, to have been the character of Capt. Ross; for, in many of the trying situations, in which he was placed, either from pusillanimity or discretion, he acted in direct variance with the judgment of those, who, although, they might have been his inferior in rank, were perhaps his superior in nautical skill, and in that boldness and promptitude of action, which are the most striking features of the great and noble character in the immediate hour of danger.

The *gravamen* of the accusation against Capt. Ross, in the present instance, consisted in the unnecessary act of his fastening the Victory to the iceberg, when circumstances so combined, as to have enabled him to dash through the passage, and thereby to have brought the vessel into an open sea, instead of exposing her to be momentarily so severely nipped by the ice, as perhaps to render her unfit altogether to prosecute the voyage.

At the time of the Victory leaving Felix Harbour, the wind was from the south, and the ice running north; the wind then veered round to the west north-west, and the ice still running to the north; it then changed to the south-west, but the ice still

running in the same direction. Now, if the Victory had been pushed through, instead of being fastened to a berg, the north-easternmost point, as well as all the islands, that lay off it, would have been cleared : this was the current opinion amongst the crew, and one of the mates in particular openly avowed his sentiments on the subject, viz. that if he had had charge of the vessel, he would have shoved her out into the ice, because it was then running to the north, and the inlet became broader, the further they advanced. It was well known to all the crew, that Capt. Ross always entertained a strong objection to carry his vessel amongst the ice ; but, that had she been under the command of Capt. Parry, a very different fate would have befallen the Victory, than when under the command of Capt. Ross. We have the authority of several of the crew, for stating, that a greater degree of danger was experienced with Capt. Parry in one hour, than was incurred on board the Victory, from the period of her reaching the ice, to the moment of her abandonment : and further, that if a strong desire had not been manifested to return to England, a greater advance to the northward might have been obtained, which, however, was relinquished, either from timidity or an indisposition to endure any longer the perils of the voyage.

During the 18th and 19th, the wind shifted to almost all the two-and-thirty points of the compass, driving the ice in every direction. But the Victory had got into such an unfavourable situation, that very little hope remained, of emancipating her from it : no other prospect therefore presented itself, than passing another winter within four miles of the former harbour, with the dread of a scarcity of provisions staring them in the face ; and perhaps, their ultimate fate, being the abandonment of the ship, with the chance of being frozen to death in their endeavor to reach the seas frequented by the whalers, which, at all events, could not be done for nearly nine months to come.

On the 20th, the wind got round to the south-west, blowing strong : but it was too late for the Victory to take any advantage of it, as she was completely frozen in, and the young ice poured in upon her, in all directions. The labor of the crew was

severe indeed, in cutting away the young ice, to keep the ship clear: but it was a most disheartening task, for they had no sooner cleared her in one quarter, than she was blocked up in another; and faint, indeed, was now the hope of ever moving the vessel from the perilous situation, in which she lay.

On the morning of the 21st, the wind blew from the eastward, but the ice deviated not from its usual direction; towards mid-day, however, it veered suddenly round to the northward, and, on account of this sudden change, the ice came rushing in, driving every thing before it. At that time, the Victory was fast to two large bergs: but the pressure of the ice was so great, that it sent the bergs and the ship right on shore, so that at low water she was lying aground, on some very heavy pieces of ice, the ice itself being aground also. As the tide rose, she floated, but with every ebb she rested on the ice, endangering her bottom, and rendering her situation one of the greatest peril. All hands were now employed in clearing away the ice from under her bottom; the consequence of which was, that when the tide ebbed, she careened nearly on her broadside.

It now amounted almost to a certainty, that they were in their winter harbour, the whole blame of which was attributed to Capt. Ross; and it occasioned some bitter bickerings between that officer and his nephew, who was, from the commencement, decidedly adverse to the course of proceedings, which were adopted, and to which their present disastrous situation was to be ascribed. It must indeed have been most galling to the feelings of the crew, to be cooped up in an inlet, when about 10 miles further outside of the land ice, there were an abundance of clear water, and the signs of it, to a considerable distance. The very elements, however, seemed to conspire against them; the prevalence of the northerly winds drove the ice into the inlet, and the frost was so severe, that the young ice began to assume a thickness, through which it was difficult to effect a passage.

On the 21st, the wind was variable, but blowing very hard; the ice cleared away a little, but left the ship a-ground on the ice. At 5 P.M. the wind veered round to the north-

ward, and drove the ice into the inlet, carrying every thing before it, and forced the ship two or three feet closer in shore. The ice was now closely packed, and, at low water, the ship careened four streaks.

On the 27th, the rudder was unshipped; the wind still blowing hard from the north-east, and about two miles off, a vast expanse of clear water, with a very dark watery sky; but the ship was so blocked up, that it was then reduced to a certainty, that their progress for that season, was at an end. Commander Ross left the ship, to take a view of the position, in which the Victory lay, and to seek for a place, where she might harbour for the winter. He ascended a hill, and to the northward saw a clear sea, in which the Victory ought to have been, if she had kept on her course, on the day that she left Felix Harbour, instead of being fastened to the bergs, from which act, the whole of their disasters were to be ascribed. Commander Ross marked out a place for a harbour, but, on examining it more minutely, it was found to be too shallow.

From the 29th September to the 3rd October, the crew were laboriously employed in getting the ship into her winter harbour, and in five days they got her no further than 35 feet. The crew were principally engaged in cutting a canal for the ship to winter in, or rather the canal was cut for the purpose of getting the ship into deeper water, for where she then lay, the heavy ice was clear of her bottom; but, at low water, she would fall on her broadside, if she were not shored up every tide, which was one of the severest labors, which the crew had to undergo, during the whole of the voyage: in fact, it may be affirmed, that the privations, which they underwent at this period, and the constant and unremitting labor, to which they were exposed, may be denominated as the most trying part of the voyage. In the first place, each man had to keep his watch every night, with the thermometer as low as 15 below zero. As soon as morning broke, all hands were turned out to saw the ice, for the purpose of making the canal; and every piece, that was cut, had to be got on the ice, for there was not depth of water sufficient to suck it under it. The whole of this ice, that

was cut, was not less than four feet in thickness, and every piece had to be housed up on the other side, by the capstern. By admeasurement, the crew cut 855 feet of ice, before they got into their winter harbour: the men often working like horses, during the whole of the day, and then to turn out two or three times in the night, accordingly as the tide served, to shore the vessel up, to prevent her careening on her broadside. Some of the men would fall in the canal, head over ears; and before they could get to the ship, their clothes would be frozen, the jacket to the waistcoat, and the former so hard, that it would almost stand upright. But, on those occasions, Capt. Ross never followed the example of Capt. Parry: nor did he cheer his men, by saying, "Come, my lads, bear a-hand, out again, and tell my steward to give you a good glass of grog." But the first thing, that was heard from Capt. Ross, was his well-known grunt of displeasure, and then the exclamation, "It serves you right—come make haste, and shift yourselves." And even when a man got wet in the Victory, there was no warm air stove, to thaw or dry his clothes, for the ship had nothing but a small stove of Slater's Patent: but, to keep up as large a fire as possible, the stove would not consume more than two pecks a day; and the whole consumption of fuel on board the Victory, in the head of the winter, was no more than three pecks and a half or four pecks per day: whereas, in the Hecla and Fury, the consumption was, five pecks to the warm air stove; five to the galley, $1\frac{3}{4}$ to the cabin, $1\frac{3}{4}$ to the gun-room, $\frac{3}{4}$ of a peck to the midshipmen's berth, and a peck to the sick bay: making in all, $14\frac{1}{4}$ per day; the temperature of the men's berths on the lower deck, was never below 60; whereas the temperature of the Victory's lower deck was seldom higher than 36, except on baking days, which was only once a week, when the lower deck was as high as 54, which may be considered as the maximum: whereas, in the cabin, the thermometer was as high as 70, the average being 65.

It was not, however, only the shoring up of the vessel, that deprived the men of their rest; but if at any time it was with water during the night, they were called up to heave the

ship astern, as far as they had cut the canal during the day, and then when the ship was close up, they were not allowed to return to their berths, but they were obliged to wait, exposed to the severity of the frost, until the tide ebbed, that the vessel might be propped up, to prevent her falling on her broadside, as they had no more than four or five feet of water, the whole length of the canal. By the end of October, the Victory may be considered to be in her winter harbour, her forehead 10 feet 4 inches, aft 10 feet 6 inches, and a few feet further there was no more than 9 feet 6 inches.

The following is the scale of the Temperature of the exterior Atmosphere, for the month of October, 1830.

Oct	Highest	Lowest	Oct.	Highest	Lowest	Oct.	Highest	Lowest
	Below	Above		Below	Above		Below	Above
1	19	12	12	6	1	23	22	22
2	18	14	13	8	1	24	1	4
3	19	14	14	3	4½	25	½	2
4	18		15	24	16	26	6	10
5	91		16	18	18	27	7	10
6	11	above	17	18	15	28	9	9
7	11	above	18	12	8	29	1	6
8	13		19	12	5	30	2	
9	9½		20	2	4	31	8	24
10	5	Zero.	21	6	13			
11	4	10	22	16	19			

From the 1st November to the 10th, the principal duty of the crew was unrigging the vessel, and preparing her for her wintering; the wind blowing strong, sometimes accompanied with

snow, from the northward and the westward. The ship was banked up as during the preceding winter, and a snow deck was raised as a protection against the violence of the weather. Snow walls were also built about the ship, and an observatory was commenced on the highest hill in the immediate vicinity of the harbour. The powder was got out of the ship, for fear of fire, and the boats housed up, and covered with snow, to keep them from renting. A spar was placed on a high hill as a flag-staff, for the purpose of guiding the Esquimaux to the ship, whose visits, during the preceding winter, had, in many instances, been highly acceptable, as they were the purveyors of different kinds of food, and of materials, from which the winter clothing was to be made. In fine weather a flag was hoisted on the spar; but it was necessary to keep a constant watch upon it, as it was an object, which the Esquimaux women had a great desire to obtain possession of, as an ornament round their necks.

On the 30th October, the sun took his departure for three months: and trebly steeled as the heart may be, and competent to bear up with fortitude against the accidents and casualties of life, there was something most trying to the feelings, in the thought, that the great luminary, which dispenses light and cheerfulness upon the earth, was to be a stranger to them for three months, and they removed from all the comforts, which could render life desirable.

As it was considered necessary to re-establish the intercourse with the natives, for various reasons, but particularly on account of the regular supply of food, which they were in the habit of bringing for the dogs, Capt. Ross took the earliest opportunity of visiting the old harbour, where he drew upon the boilers, which were left on the ice, some figures, and a large hand, as a guide to the natives to their new station: when, however, the trifling distance is considered, which the second harbour was from the first, it was not likely that a roving people like the Esquimaux, would not discover the vessel; for, although she might not be exactly visible from Felix Harbour, the sound of her guns, which were now and then fired for experimental purposes,

would have been a sure indication to them, that the *Kabloonas* were still in their vicinity. It must, however, be remarked, that the Esquimaux had no very urgent motives for visiting the ship; they had already, in their commercial dealings with Capt. Ross, denuded themselves of almost their whole stock of clothing; and until the seals began to be plentiful, they had scarcely any other article, which they could barter away with the Europeans, for their fish-hooks, needles, files, and old pieces of iron.

On the 1st December, the crew were put into five watches, the principal reason of which was, to keep all the men in a regular state of exercise. Two of the watches were continually walking in the day-time; two were at work; and one was down below, for the purpose of keeping the lower deck dry, and in good order. The working party about the ship, were employed in building a snow wall four feet high, which reached from stem to stern, and which served the purpose of a screen to the men, in their various operations about the ship.

The officers now began their usual occupation of the chase, and seldom a day elapsed, that some animal or game was not brought to the ship. A very rare animal, a black fox, was killed on the 3rd December; and the following day, a white one and a hare. During the whole month of December, not a Sunday elapsed, that a roasted hare did not smoke on the table in the cabin; and in truth it may be said, that the gun was the best purveyor of food for the cabin, which was known, during the whole of the time, that the vessel was blocked up.

On the 18th, being Sunday, the usual service was performed: and in fact, it may be stated, as a general thing, that during the whole of the time that the expedition was out, not six Sundays elapsed; that divine service was not performed, but it was more a matter of discipline belonging to the ship, than the effect of a religious spirit. The service began generally a little after ten, and lasted for about an hour, during which time, the whole of the morning service was gabbled over in one breath; so that it was scarcely possible to understand a single word that was said. A sermon was certainly read; but had it been compiled in the Esquimaux language, it would have been equally instructive and

edifying to the majority of the congregation; the great aim of the reader appearing to be, to get to the end of it, with all the expedition in his power. Capt. Ross was himself by no means a religious character; and his regular observance of the duties of the Sabbath, was more mechanical than the result of that inward feeling of sanctity and reverence, on which true religion is founded; nor, in the opinion of the crew, did he act up to the performance of those christian principles, which breathe in some of those sublime prayers, which so particularly distinguish the service of the Church of England. The prayers, that are in general used at sea, were, it is true, read or gabbled over, every Sunday; and it was always remarked by the crew, when Capt. Ross came to that beautiful prayer, "Almighty Lord God, who alone spreadest out the heavens," that he always read, with a deep and profound voice, the latter part of it, "and that we may return in safety, to enjoy the blessings of the land, and the fruits of our labor;" but strong indeed was the contrast, which appeared between the doctrines, which issued from his mouth, and the conduct, which he pursued towards his men. He returned in safety to his native land, supported and strengthened by that God, to whom in his desolation he had prayed for succour, and it was not refused him. But did he, in return for such a gracious display of divine Providence, give to his men the fruits of their labor—did he, from the influence of a grateful spirit, give to those, who had stood by him in his forlorn and desperate situation, and without whose aid and manly efforts, he would have been left as a bleaching corse, on the eternal snows of an uninhabited land—did he give to those men even what was their lawful due, and for which they had stipulated, on entering into his service? Was it not refused and withheld from them, on a quibble, which would have disgraced the very lowest of the gowned and wigged rogues, that perambulate the pavement of Westminster Hall? If he did not do these things, an opportunity is now afforded him of disproving the charges, which his crew have brought against him, and of proving, that the truth was not in him, when he declared, before the committee of the House of Commons, that all the men were satisfied with what had been done for them *by the Admiralty*.

As this subject is the great ground of complaint, which the crew of the Victory have against Capt. Ross, and as it still remains an unsettled point, attaching a considerable degree of obloquy to the character of that officer, it is right that the country should be put in possession of the real merits of the case, in order that a just decision may be formed, as to the quarter where the odium ought to attach.

Capt. Ross, when before the committee, was asked: "On what terms did the men engage with you for the voyage?"—His answer was, "They first engaged with me to go as a whale voyage, and then to share with the crew of the whaler, which I took out with me to carry the stores; then this whaler mutinied, and I made a new agreement with the men, by which I was to pay them at the same rate, as they were paid on board the *Isabella*, and they were to run all risks, and the whaler did not go.

"Was any written agreement entered into, between you and them?" "None whatever."

Now, had any member of the committee put the following question to Capt. Ross, "Was it not part of the agreement entered into between you and them, that, in the event of their being reduced to short allowance, they were to receive double pay?" would not Capt. Ross have deviated from the truth, if he had answered in the negative, and does he not himself state, before the committee, that the crew were fifteen months on short allowance, and that three of the men must have died in a fortnight, so exhausted were they with cold, fatigue, and *hunger*. Thus, the circumstance of the men being on short allowance, is unequivocally established by himself: on what ground, therefore, was not that part of the agreement fulfilled, that the men, on being put on short allowance, were to receive double pay? It is also worthy of particular observation, that the correspondence, which took place between Capt. Ross and Mr. Barlow of the Admiralty, has a direct tendency to impress upon the minds of the public, that the most ample justice has been done to them, and that they have declared themselves fully satisfied with the conduct of the Admiralty towards them. Now, it must be remembered, that the Admiralty has nothing whatever to do with the disposal

between the men and Capt Ross; but that, as far as its conduct is concerned, it is wholly without reproach, and no more than could have been expected from the official members of one of the most important branches of the service of the country.

The truth is, that Capt. Ross, on his return, found himself in a most unpleasant dilemma: he had, on his departure, calculated upon an absence of about fifteen months, in which case, he would perhaps have been able to fulfil the engagements, which he had entered into with his men; but a protracted absence of four years and a half, greatly increased the claims upon him; and the ultimate loss of the vessel contributed to diminish the means, which he possessed of discharging them.

Under these circumstances, Capt. Ross thought that he had no other alternative, than to make an appeal to the Admiralty, to afford him the means of defraying obligations of *so sacred a character*. In his Letter to the honorable George Elliot, Capt. Ross says, "It is true that, according to law, the men may not be able to compel the payment of their wages, after October 1831, when all hopes of saving the vessel, led to her abandonment, (there must here be a typographical error, as the Victory was not abandoned until the 28th May 1832,) but a sense of what is due to my character, as an officer of the navy, and a feeling of what is due to the men, *whose constancy was never shaken under the most appalling prospects, and to whose fidelity and obedience I owe so much*, I SHOULD BE ASHAMED OF MYSELF, if I could for a moment entertain a thought of any subterfuge, whereby I might evade the payment of their well-earned wages. I am anxious, however, with my slender means, to appeal to their lordships, in the first instance, in the confident persuasion, that an undertaking, so entirely of a naval nature, will receive their countenance and support; and that, under their lordships recommendation, his Majesty's government will be pleased to consider the voyage as so entirely directed to public objects, as fairly to claim, under the circumstances I have described, that the payment of the officers and men should become a public charge."

The result of this Letter was, that Capt. Ross was called upon to deliver to the lords of the Admiralty, a list of the officers and

men employed in the late expedition to the Arctic seas : showing the pay that would be due to each on the principle, that Capt. Ross would have felt it his duty to act towards the men, had the discharge of their claims rested upon himself, instead of being taken up by the lords of the Admiralty, on the ground of the public nature of the service, to which the object of the expedition was directed. On the transmission of the list, Capt. Ross expressed his firm conviction, that the officers and men would consider themselves fully recompensed by the proposed scale of pay.

The following is the List, as delivered by Capt. Ross.

Names.	Qualities.	Sums.		
		£.	s.	d.
George Mc'Diarmid	Surgeon	818	18	3
William Light	Steward	172	14	8
Thomas Blanky	Mate	345	9	4
Richard Wall	Seaman	171	16	0
Anthony Buck	Ditto	127	9	0
Allan McInnis	2nd Engineer	169	18	8
James Marslin	Armourer	36	18	8died on the [voyage]
John Park	Seaman	126	17	0
Joseph Curtis	Ditto	125	17	0
John Wood	Ditto	125	7	0
Robert Shreeve	Carpenter's Mate	166	9	4
Henry Ayre	Cook	165	2	8
Thomas Abernethy	Mate	329	14	8
Chimham Thomas	Carpenter	296	10	8
George Taylor	Mate	329	9	4
- Alexander Brunton	1st Engineer	617	15	0
Barney Lachey	Landman	121	15	0
David Wood	Seaman	121	11	0
James Dixon	Landman	89	8	0died on the [voyage]
George Baxter	Ditto	121	11	0
		£4,580 12 3		

Two days after the transmission of this list to the board of Admiralty, a Letter was received by Capt. Ross, from Mr. Barrow, the secretary to the Admiralty, in which he states, that he is commanded by the lords of the Admiralty, to inform Capt. Ross, "that although the men have *no claim on his Majesty's government*, inasmuch as the expedition was not sent out by the Board of Admiralty, yet, in consideration of its having been undertaken for the benefit of science; of the sufferings, which the men underwent; the perilous situation, in which they were placed, for so long protracted a period, and their uniform good conduct, under circumstances the most trying, to which British seamen were, perhaps, ever exposed; and their lordships being moreover satisfied of the utter inability of Capt. Ross to fulfil the engagements entered into by him, and of the destitute state, in which these people have providentially arrived in their native country, have been induced, under such peculiar circumstances, from a feeling of humanity, immediately to relieve him from his engagements, and the persons employed in the expedition, from pressing necessity, rather than wait till Parliament shall be assembled, to which it is intended to submit the case—their lordships have therefore directed the accountant general of the navy to advance to Capt. Ross, the sum of 4,580*l.* 12*s.* 3*d.* as the amount which Capt. Ross felt himself under an engagement to pay to the persons mentioned in the list."

Now, in regard to this grant, we may say, with my uncle Toby, that the lords of the Admiralty acted very right as men, but very long as officers of the crown. Here, we have an individual, who, from wounded feelings, or from a love of science, or, from conviction, that he was cut out by nature, to be the discoverer of the North West Passage, or, from a combination of all these motives in equal proportions, determines, upon his own risk, and at his own expense, to undertake a particular voyage, of which the government of the country, officially, are ignorant of every particular, and with which, they announced to the individual so undertaking it, that they would not have any thing to do, either directly or indirectly; the speculation fails, he comes home a bankrupt, and wholly unable to meet the demands, that are made upon him. His creditors become cla-

morous, and he applies to the government of the country to help him out of his embarrassment. Now, in fact, this speculator had no more right to appeal to the lords of the Admiralty for relief, than any other speculator, in whatever pursuit he might have been engaged; and our aforesaid friend, *Hans Klein*, has as much right to apply to their lordships for relief, if he fail in his expedition to the bottom of the *Maelstrom*, as Capt. Ross had, in the failure of his expedition in search of a North West Passage. It was true, that humanity pleaded strongly in behalf of the men; but so it has, in many cases, where a deaf ear has been turned to the call, but perhaps not under such urgent and pressing circumstances, as distinguished the case of the seamen of the *Victory*. But we will venture boldly to tell the lords of the Admiralty, that they had no power whatever to award the grant of nearly 5000*l.* to Capt. Ross, to pay his men with, without the direct sanction of Parliament. They have no such privilege vested in their hands, as to award thousands of the public money to defray, in a great degree, the expenses of an expedition, which was entirely of a private nature; and which was as totally unconnected with government, as a balloon expedition of Sadler or Green, to explore the mountains of the moon. If the case of the seamen of the *Victory* had been regularly and properly brought before Parliament, we should have cried shame upon that member who could have raised a dissentient voice to the grant prayed for; on the same principle, that we do cry shame upon the same Parliament, for awarding the entire sum of 5000*l.* to Capt. Ross, an acknowledged incubus, rather than a benefit to the expedition, and leaving the individuals, who bore the brunt and hardship of the toils and dangers of the expedition, to feed upon the fat which their country has awarded them. The grants of money that the country thought proper to bestow upon such men as Jenner, Mc'Adam, Parry, and other great scientific characters, were brought regularly before Parliament; nor could a farthing be paid, until the grant had been confirmed by the three estates of the kingdom: but, in the present instance, a private individual, (for Capt. Ross could not present himself before the lords of the Admiralty, in any other capacity) appeals to their lordships: stating, that he had undertaken a certain expedition,

that, on his return, he finds himself wholly unable to pay the men, whom he had engaged, and, therefore, that as the expedition was undertaken in a ship, they were the most proper persons to apply to, to defray the expenses of his Quixotism. It would, indeed, have been a novel case, if the lords of the Admiralty, in an enthusiastic moment of admiration of the great achievements of Capt. Ross, had simultaneously put their hands in their pockets, and subscribed their thousands each, to assist him out of his predicament; and we rather suspect, that if the relief had to come from that quarter, Capt. Ross would not have received an answer to his application in two days; but the money, they advanced, was not their own, nor was it theirs to advance, without the sanction and authority of the Parliament of the country. They very coolly tell Capt. Ross, that they will not wait for the meeting of Parliament to sanction them in the grant; but their faces would have been something like the semaphore in length, at the top of their official residence, if Mr. Hume had caught his eye upon the item, in the expenditure of the Admiralty, paying to Capt. Ross, the sum of 4,580*l.* and had moved, that the lords of the Admiralty having paid so large a sum of the public money to a private individual, without the consent and approbation of Parliament, the said lords should be called upon to make up the sum advanced, out of their private purse, and in default of its not being produced from that quarter, that it should be stopped from their salaries.

The foregoing strictures have not been passed, from any disposition to cavil at the amount of the sum, which was given to the men, for they dearly earned every shilling that was paid; but we have considered it a flagrant instance of the disposal of the public money, without the sanction of those, to whom the people have delegated the appropriation of it, and which has perhaps been the means of impressing the belief upon the minds of the people of this country, that the seamen of the victory had received their full due from the Admiralty; and that Capt. Ross was only telling the truth, when he declared, that he should be ashamed of himself, if he could entertain the

thought of any subterfuge, by which he could evade the payment of the well-earned wages of his men.

The circumstances, however, under which the men found their complaint against Capt. Ross, are not well understood; for the money, advanced by the lords of the Admiralty, has nothing to do with the claim, which they still have upon Capt. Ross, and which has excited such a degree of ill blood, that there is scarcely one of the crew, who would sail with him again, on an expedition, of which he possessed the command.

It is true, as Capt. Ross has stated it, that the officers and sailors, after the abandonment of the ship, could not, by law, claim the wages for their services, as they were virtually no longer seamen, nor employed in the navigation or care of the vessel; it was, therefore, for the payment of this deficiency between the pay, to which they were entitled previously to the abandonment of the ship, and that, to which they were not entitled, by law, after its abandonment, for which Capt. Ross pleaded so strenuously to the lords of the Admiralty; but the men affirm, that they are, by agreement, entitled to double pay, after they were put on short allowance, and to this Capt. Ross demurs, that as the short allowance began after the abandonment of the ship, when, by law, they were not entitled to any pay at all, it would be a most difficult thing for them to substantiate the point, that they were entitled to double pay, especially as the services, for which they claim this double pay, were performed on land, and not on board the ship. There is very little doubt, that if the men carry their case into a court of law, the verdict will be against them; but there is such a thing as equity, which will grant what the law denies; and as the Admiralty, in behalf of Capt. Ross, has paid the men the wages, that were lawfully their due, it would become Capt. Ross, out of the £5000/, which the country has exclusively awarded him, to pay the men the sum, which he agreed to pay them; for, let him carry it in his remembrance, that had it not been for their unshaken fortitude, and their daring spirit through the trials, which they had to undergo, he never would have reached his native country.

to tell his tale of hair-breadth escapes, by flood and field, nor to let the hair of Sir Andrew Agnew on an end, with his recital of the indecent, and scandalous manner, in which the Esquimaux observe the Sabbath.

To return to the narrative. The 25th being Christmas-day, it was celebrated with the usual festivities. To each mess of the crew were allotted 4 pounds of ox cheek soup, 3 pounds and a half of flour, one pound of raisins, and 6 pounds of carrots, and a glass of grog, independently of their usual allowance. In the cabin, the fare was sumptuous; and if it were possible for a Paul Pry to have popped in, great would have been his surprise, to see the table of a ship, in the very heart of barrenness and desolation, smoking with viands, which would not have been disdained by the epicures of any of the Club Houses of the Metropolis. Before the commander, smoked the tureen of rare soup, in the manufacture of which, the cook had exhausted his utmost skill—game of different kinds—beef, fresh and salt—fish, dried and pickled—with vegetables and preserved meats, the former, perhaps grown at Battersea—the latter, in Northamptonshire; a large plum-pudding smoked under the nostrils of Commander Ross, whilst Mr. McDiarmid assisted in excavating Stilton cheese, as recommendatory of promoting the digestion. The Christmas dinner of the Victory may, in some respects, be compared to that which, according to Milton, the devil gave in hell on a particular occasion, but certainly not on a Christmas-day; and which is thus described:—

A table richly spread, in royal mode,
With dishes piled, and meats of noblest sorts
And savour, beasts of chase, or fowl, or game,
In pastry built, or from the spit, or boil'd,
Grisamber *steam'd*, all fish from sea and shore,
Freshet, or purling brook, of shell or fin,
And exquisitest name.——

The dinners of the devil, and of Capt. Ross, bore, in one respect, a strong resemblance to each other, as their viands

were chiefly steamed ; but, in another particular, they differed most widely, for Capt. Ross had his fish the first, whereas the devil had his fish the last.

Deep, however, were the murmurings of the crew, at the great difference, which was observable between the fare of the cabin, and that which was doled out to them in their respective berths. The distinction was too great, not, in some degree, to warrant the murmurs, that were raised : but as to any benefit resulting from their complaints, either in the way of addition to the quantity, or improvement in the quality of their viands, they knew it was equal to the extraction of heat from ice, or malleability from the granite of the rocks, with which they were surrounded. For a time, however, they lost the sense of their unworthy treatment, in the singing of their national songs : three of which "The Army and Navy," "The King, God bless him," and "God save the King," were sung by Mr. Light, the steward ; and it is reported, that the chorusses equalled in noise and loudness, but not exactly in harmony, those, which are bellowed from the mouths of our professionals on the stage when it is their particular desire to tickle the ears of royalty.

The remaining part of this month was employed in building observatories, erecting snow walls, fetching snow to melt for water ; the men, in their turns, attending on Commander Ross at the observatory, to which he repaired almost every morning and not returning until 1 or 2 o'clock ; in fact, it was a very rare thing to find him unemployed ; and indeed the same might be said of Capt. Ross, but it was generally with nothing else but his own thoughts.

The year 1830 closed with an extraordinary degree of cold the thermometer being 45 below zero, or 77 below the freezing point

The following is the scale of the Temperature of the exterior Atmosphere, for the month of December, 1830.

	Highest	Lowest		Highest	Lowest		Highest	Lowest
Dec.	Below	Above	Dec.	Below	Above	Dec.	Below	Above
1	17	13	12	24½	22	23	20	10'
2	12	2	13	31	29	24	19	11
3	Zero.	6	14	29	19	25	20	16
4	18	2	15	35	20	26	26	21
5	18	8	16	31	19	27	26	18
6	8	6	17	10	15	28	18	9
7	9	8	18	24	15	29	24	10
8	14	11	19	26	24	30	35	30
9	18	17½	20	26	23	31	45	40
10	18	10	21	27	26			
11	20	18	22	26	10			

The year 1831 set in with an intensity of cold seldom experienced, the thermometer ranging from 44 to 56 below zero, and for a few days was 60½ degrees, making 92½ below the freezing point of Fahrenheit. This may be considered as the extreme of cold experienced during the whole of the expedition, and against which it is scarcely possible for any human constitution to stand. In despite, however, of this severity of cold, the men frequently went on a shooting expedition; and on one day, they killed four foxes, one of which was a black one, the weight being 7lb. 3oz.

Towards the 16th, the weather became more mild, the thermometer standing at 25 above zero; and on the 19th, the eyes of the crew were again gladdened with a sight of the sun, whose upper limb just peeped above the horizon, and then sunk again. It was, however, to them a most cheering sight, and

they hailed it with almost the reverence of the Peruvian, who regards it as his god, the dispenser of happiness and health.

Notwithstanding the cold was at times exceedingly severe, Commander Ross omitted not a single day in visiting the observatory, whilst the chief employment of Capt. Ross was attending to the dipping needle.

The month of February came in very mild, the thermometer at 9 above zero. The shooting parties were very successful in killing grouse and foxes; of the former of which, they saw, at one time, fifteen in one covey, which was the largest ever seen in that part of the country. On the 9th, a fox was caught in the glutton trap, with its tongue literally frozen to the grating. Not a day elapsed, without the men bringing in several foxes; the skins of which, however, were claimed by Capt. Ross, although the men stood much in need of them, as a protection against the cold. On the 17th, one of the young foxes got adrift, who had been the inhabitant of the lower deck, during the whole of the winter, and who was one of the allies, in their attack on the provender of old tom; and although, in one instance, he might have evinced the cunning and sagacity of his race, yet, in a subsequent one, he shewed himself rather a fool: for, having obtained his liberty, although he carried away with him a badge of his former slavery, by running away with a piece of chain round his neck, yet he soon forfeited the advantage he had obtained, for, on the day subsequent to his escape he was again caught in the trap, and carried back in triumph to his companions.

On the 22d, Commander Ross and Blankey commenced the dipping needle; and so arduous and enthusiastic was the officer, in the search of science, that he never retired to bed for three nights, during the whole of which, he was watching the needle, with an intensity, as if the very safety of the ship depended upon it, or that it was to be a guide to them, to the ultimate object of their labors.

For some weeks, a great coolness had subsisted between Capt. Ross and his nephew; neither of them hardly deigned to speak to the other, nor scarcely interchanging with each

other the usual terms of common civility. Commander Ross visited the observatory, perfectly indifferent to any of the proceedings, that were going on on board, as far as his uncle was concerned; and, having returned to take his meals, he would follow his scientific pursuits, without holding any communication with his uncle, or appearing as if he were in the least dependent upon him, as to the course of action, which it was his pleasure to pursue. It is most certain, that Commander Ross seldom approved of the measures, which were adopted by Capt. Ross, in regard to the management of the ship; and, he hesitated not, openly to express his opinion, in which he was supported by the majority of the crew, that the awkward and dangerous situation, in which the Victory then lay, was solely to be ascribed to the want of skill and judgment on the part of Capt. Ross, and particularly to a lack of that boldness and determination, on which success, in general, so materially depends. Capt. Ross was not a character to attend to the advice of others, as he considered it an imputation upon his own professional skill: to expostulate with him on the impropriety or danger of any particular step, on which he had determined, was a most certain method of incurring his highest displeasure; and the more manifest the disposition appeared to oppose and thwart him, the more determined and resolute he showed himself to carry his projects into execution. It has become proverbial, that a smoky house and a scolding wife are amongst the greatest miseries, which a man can endure; but we cannot conceive a more unpleasant and irksome situation, than for two individuals to be cooped up with each other, in the same cabin, under the circumstances, in which the Victory was placed, and from which there was no escape, except taking a walk on land, with the thermometer at 40 or 80 below the freezing point; or perhaps sitting in a corner, and attempting a few chords on the fiddle, to the great annoyance and vexation of the ears of the opposite party. For several weeks, the uncle and the nephew appeared as if they had sent each other to Coventry; but, on Wednesday, the 2nd of March, the fire, which had been concentrating for some time in their breasts, like the lava in the craters of Vesuvius and Etna,

burst forth with an explosion, which terrified the other inmates of the cabin; the result, however, of which was, that the fire of animosity, having nothing further to feed upon, gradually died away: the uncle took from his cellaret a magnum of Booth's best cordial, the steward was called in to place the glasses on the table, the materials for punch were at hand, and the uncle and the nephew shortly afterwards turned in to their respective berths; having thoroughly convinced themselves, that the cabin of a ship blocked up in the ice, in a latitude of 70 north, is one of the most improper places in the world for two persons to live in, who are at enmity with each other.

The month of March was very little inferior to January, in respect to the severity of the cold, the thermometer being some days as low as 50 below zero; and it was a general remark, that the spring of 1831, far exceeded that of 1830 in coldness, and was nearly three weeks later; the difference of temperature ranging from 30 to 45 degrees, and the transition sometimes so sudden, that, one hour, the men did not find it too cold to walk on deck, and the next, exposed to a frost of 60 or 70 below the freezing point.

The chief employment of the crew, during the month of March, consisted in fetching gravel for the canal, and building snow houses for the purpose of shading the thermometer.

The success of the shooting parties was so great, that the table of the cabin was seldom without game, particularly roasted hare, which was a standing dish on the Sundays; in fact, the signification of the word privation was not known in that quarter, for the life of Capt. Ross, was, comparatively speaking, one of ease and comfort.

On the 4th of April, the biscuit was examined, and was found to be in good condition, there being above 6 cwt. remaining. For the better preserving of it, it was put in the casks, and stowed away in the driest part of the ship.

On the 6th, five hands were ordered to hold themselves in readiness for a travelling party, which was to set out on the 19th. Some of the crew were employed in the construction of a tent, in which it was intended that the travelling party were to

sleep. The object of this expedition was to obtain some musk oxen, and to explore the land which runs to Cook's Basin. This bay, or basin, lay to the northward of the ship, with a long point of land running out to the eastward, which made the point bear north-east from the ship. From the entrance to the head of the bay, was about 37 miles, but there were a number of very fine rivers, which emptied themselves into it; the description of one of which, will be given in a future part of this work. Cook's Basin lay about 38 miles due north from the ship, and it was supposed by going to the head of this bay, there would be found a narrow neck of land, or perhaps a passage.

On the 12th, some seal skins were delivered to the party, for the purpose of making some travelling shoes; and on the 14th, some of the Esquimaux dresses, which had been purchased of the natives, the preceding winter, and stowed away in the flour bags, were given to the crew, in order to make of them a deer skin covering for the party, whilst sleeping in the snow house; and, at this time of the year, during the travelling expeditions, it was found necessary to build a snow house at every stage or resting place.

The 14th of April was Commander Ross's birth-day, being then 31 years old; it was celebrated in the cabin, and the crew gave each of them an extra allowance of grog.

On the 18th, the provisions for the travelling party, were all weighed and stowed away in the mat sacks; and on the following day, nine hands were sent forward about two miles, with a sledge. On the 20th, all hands were up as early as half past six in the morning; and having partaken of a hearty breakfast, half past three they set out on their excursion.

The carpenter was now set to work to make a large sledge, the one generally in use, was found not to be sufficiently strong for the conveyance of the articles, particularly the salmon, and the musk oxen, which they killed on their different expeditions. The engineer was also employed in making a travelling sled, as Capt. Ross had expressed his intention of taking a short excursion in a direction, contrary to that, which Comman-

der Ross had taken, although it was well known, that his excursions were never of very long duration.

On the 21st, part of the snow was taken off the upper deck, although it was by no means considered to be a prudent act on the part of Capt. Ross, as the removal of it tended, in a great degree, to increase the cold of the lower deck.

Three Esquimaux came to the ship this day, who had been despatched by Commander Ross, with instructions to Capt. Ross, to send some men with them, to their huts, for the purpose of bringing away some salmon, that had been buried since the preceding August. The Esquimaux remained on board all night, and early in the following morning, Capt. Ross, Mr. Mc'Diarmid, and three men, accompanied by the Esquimaux, set out with the dogs and sledges, to fetch the fish, and returned at 3 o'clock, bringing with them, 252lbs of fish in very good condition. One of the Esquimaux came back with the party, and remained on board all night.

The consequences of taking off the snow from the upper deck now began to show themselves—the lower deck was as cold as in the dead of winter; and the temperature of the instrument room, where the chronometers were kept, was as low as 26, the regular heat of which, during the two former winters, was never so low as 30 or 40.

On the 25th, two Esquimaux came to the ship, bringing with them the carcass of a walrus, for which Capt. Ross gave them a file. One of them brought with him a piece of iron-stone, which his son had promised, on the preceding day, and a pair of seal-skin boots, which, although of the rudest workmanship, were found of the greatest service in resisting the effects of the snow in the travelling expeditions.

The allowance of the men had been hitherto, half a pound of preserved meat daily, which was now changed to a pound and a half of fish; a change by no means agreeable to the men, who had not yet forgotten the effects, which the fish had had on them, during the preceding winter, and who, considering the fatigue and labour, which they had to undergo, found

nourishment or strength, from so flaccid and watery an aliment as fish.

On the 26th, as the steward was returning from a shooting excursion, he espied at a distance a fox, which for a time stood and looked at him, and then darted off, dragging something after him, and on arriving at the ship, he discovered that the fox, which he had seen, was no other animal, than the identical fox, which had previously made his escape, and caught again on the following day, in the trap; his cunning, however, taught him in future to avoid a trap, and no further tidings were heard of him, during the stay of the Victory.

The sledge, the travelling stove, and the tent, were now completed, and the provisions were got ready to take out for Commander Ross, according to the agreement made with him, previously to his departure; but on the following day, being Sunday, the 1st May, divine service was scarcely over, and the men on deck, than Commander Ross was seen coming over the ice by himself; having left his party on that morning, at 3 o'clock, about twenty miles from the ship. The reason of his return without his party, was, on account of one of his men having his foot severely bitten by the frost; and he left orders to his party, to start on their return to the ship, at 8 o'clock, in order that Taylor, whose leg was hurt, might be got on board the same night. At half past eleven, nine hands were sent forwards, towards the travelling party, for the purpose of assisting them, as perhaps the very life of Taylor depended upon getting him under the surgeon's care, with all possible expedition.

At half past three, three Esquimaux arrived, bringing with them a seal and five salmon, the weight of which was thirty pounds, being the largest fish, which had as yet been seen in that part of the country. They left the ship at half past eight, giving their solemn promise, that they would return in three days, bringing more fish with them. As they left the ship, they sang out, *Menek luma, menek luma*,—that is, "for the next seal, life to be well cleaned and sharpened."

At half past eleven at night, the whole of the party returned, and Taylor was immediately taken to the surgeon. His foot

was frozen all along the sole; part of the heel and one half of his foot, from the toe upwards, was severely bitten. His whole foot was like a bladder of hogs-lard, so severely was it blistered. Part of the blisters were transparent, which were lanced by the surgeon, and after undergoing a proper dressing, he was put to bed.

The report of Commander Ross could not be considered very favourable to their future progress; he observed the sea on the other side, and returned to the ship over the ice, by the route by which she came up to her present moorings.

The Esquimaux had been to Cook's Basin, and had pulled down the monuments, that had been erected for the purpose of obtaining the spars, that were in the middle. The reason for the Esquimaux going so far to the north, is, that there is a very fine salmon river, about sixty miles from the ship, in a bay called by the natives *Awatootoak* Bay, and this may be considered as the boundary of their peregrinations to the northward.

The account, which Taylor gave of his foot having become frost-bitten, was, that one morning when they began their journey, the thermometer was at 16 degrees below zero; and at the time, he had on, over his under-travelling shoes, a pair of seal-skin boots, in a wet and damp state; but that he never perceived, that his foot was frost-bitten, until some time after they had been walking. Two of the men, Richard Wall and Thomas Blanky, were taken ill with a complaint in their bowels, which rendered it an act of necessity on the part of Commander Ross, to hasten his return, in order that the men might have the benefit of medical aid.

On the 3rd, three Esquimaux came to the ship, and brought some salmon, weighing $61\frac{1}{4}$ lbs. The gluttony of these people has been already mentioned, but two of these people surpassed in their appetite, every thing which had been hitherto witnessed indeed, it appeared to be, in every sense of the word, insatiable and as they were going to remain on board all night, it was determined to try, on the following morning, the utmost extent of their appetite, in order to discover, if there actually existed any bounds to it. Six salmon were prepared for their breakfast.

weighing, in the whole, 15½lbs. which was, on an average, five pounds to a man. One of them contrived to consume three pounds, leaving twelve pounds and a half to be devoured by his companions, whose appetite appeared to increase in the ratio of the decrease of the food, that was before them. On a sudden, both of them were seized with an excessive vomiting, which appeared to be to them such a common occurrence, that with the greatest coolness, they allowed the malady to subside, and then, if permitted, would have returned to dispose of the remainder of the fish; but, in this, they were prevented by one of the officers, who had quite satisfied himself with this specimen of Esquimaux gluttony. These human cormorants took their departure soon after breakfast; but in a short time, they were succeeded by another party of their tribe, consisting of two men, one woman, and two children, one of whom was quite an infant, in fact, it could not have been born more than six days. The Esquimaux give the name to their children from the 3rd to the 10th day after their birth; and yet, in the naming of their children, they do not act with that consummate folly and impiety, which distinguish a people, who call themselves the most civilized of the world, amongst whom the ceremony exists, on the christening of a child, of insisting that a particular person shall take upon himself all the sins and transgressions of the child, until he be an adult; and that he shall, at the same time, lay himself under the obligation of performing certain duties towards the child, which he never intends to perform; although he swears, in the presence of his God, that he will most religiously and faithfully perform them, to the best of his power and ability. This impious farce is not acted, in the naming of an Esquimaux child, yet it is a day of rejoicing amongst them; but their rejoicings, at the best, are, like their climate, cold and senseless: a smile on the countenance of an Esquimaux, is like the beam of his sun in the autumn of the year, spiritless and cheerless, the laugh of joy is seldom heard in his hut of snow; and although the song and the dance at times enliven his dreary hours, yet his birth is seldom the spontaneous effusion of the heart, but breaks forth like a faint ray of the moon through a cloud of mist.

The names of the Esquimaux have always a distinct signification, in allusion to some particular personal qualification, or to some moral or physical property belonging to the parents; when once given it is never changed, for no great risk is there run, of some miserable, half-starved miser dying, with his coffers full, and his rent-roll as long as the pedigree of a Welchman, leaving, as the last act of his folly, that the person, to whom he has bequeathed his property, shall not inherit it, unless he change his name, which, however, after all, cannot be done without the consent of the King, which by the bye is never asked, and of which he knows just as much as he does of pauperism, by experience; in all of which, a striking proof is extant, that the head of a nation can do many things for the benefit of his people, which, if the sycophantish tribe, who are around him, were to tell him, that he had done, he would raise his eyes with wonder to heaven, overcome with surprise, that, like the mole, he had done so much business in the dark.

The Esquimaux were not many days acquainted with the officers and the crew of the Victory, before a name was given to every individual, according to the properties, which they thought they perceived in him, and to Commander James, the name of *Augluga* was given, on account of his activity and fortitude. It being determined by the father and the mother of the infant, who came on board on the 8th, that he should be named after Commander Ross, he was brought to him for the purpose of giving him the name; and on that officer pronouncing the word *Augluga*, the child became invested immediately with it, and Commander Ross could not refrain from smiling, when he looked upon the coarse and ill-favored features of his godson; but as he did not at the same time undertake to teach him the vulgar tongue, nor to bring him to the altar for the purpose of confirmation, the ceremony passed off very agreeably and unostentatiously, the party being afterwards regaled with a sumptuous feast of salmon, not dressed exactly *à la Maitre d'Hotel*, but swimming in an exquisite sauce of whale oil and grease.

The principal part of the duty of the crew, during the remainder of this month, was taking away the snow banking, and cut-

ting holes in the lake, for the purpose of measuring the ice, which was found to be 5 feet 8 inches thick. The engineer was employed in making lamps instead of stoves for the travelling party, who were to bring back with them some tallow obtained from the musk oxen, by which they would be enabled to husband their stock of oil, which had experienced a considerable diminution during the preceding winter. The transportation of the tallow, from its additional weight upon the sledge, was, however, the cause of some serious complaints by the men, whose strength was not in that state to enable them to drag a heavy load, especially over a surface so rugged and uneven as the ice generally exhibited itself.

A great inconvenience having been experienced by the travelling parties, for the want of some vessel or vehicle to transport them across the lakes, the carpenter was ordered to construct a frame in the shape of a flat-bottomed punt, which was then to be covered with stout canvass and painted. These boats were in their construction so light, that they could be carried on the top of a sledge, whilst at the same time, their buoyancy was so complete, and their covering so impervious to water, that they served admirably for the navigation of the lakes, and particularly for those, who were employed in the fisheries, for when no longer wanted on the lakes, they served as a receptacle, in which to stow away the fish, and to transport them on the edge to the ship, independently of the relief which it gave the men.

The whole of the 13th and 14th, was employed in getting the provisions ready for another expedition: a considerable quantity of pork was boiled on the occasion, to be taken by the party instead of preserved meats; all the bones were taken out of the pork, in order to render it lighter in the carriage, and it was found, that the meat did not freeze so hard if divested of the bone, as when allowed to remain in it.

The friendly intercourse, which had subsisted, for a short time, between Capt. Ross and his nephew, now experienced another interruption; for, on the 14th, some very high words passed between them: and so great was the offence, which the latter

was supposed to have received, that, on the following day, he refused to attend divine service, and set out upon a walking excursion into the country. On returning on board, he brought with him some living insects, that he had obtained out of the fresh water ice, in a torpid or frozen state: by holding them in his hand, and exposing them for a time to the heat of the sun, they all came to life, but their existence was ephemeral, as they died before the close of the day.

On the 16th, every thing was in readiness for the departure of the two parties: Capt. Ross taking with him five men, and provisions for 21 days, and Commander James, also five men. They were to travel in company for some distance; and, on Capt. Ross leaving the commander, the latter was to be supplied with provisions, in addition to his own, so as to make up a sufficiency for 21 days; and it was further agreed, that Capt. Ross, on his return, should leave five days provisions for his nephew, at *Nichilli*, and another supply between that place and the ship.

The party of Commander Ross were to travel to the head of the north bay, and thence to the south-west to *Nichilli*; and the reason for directing his route in that quarter, was, that the Esquimaux were in some part of the bay; they having told him that they would direct him a nearer way to *Nichilli*, than that by which he travelled, on the 1st of June of the preceding year. The Esquimaux were eleven days in travelling from the ship to *Nichilli*; but Commander Ross and his party would have travelled faster, had they not been obliged sometimes to wait for the Esquimaux, who were, in general, such lazy fellows, that it was impossible to rouse them from their *seniks*; for, although they were well shaken, and punched and pinched, and kicked, their only answer was, a deep surly grunt, somewhat similar to that of rousing a pig in its sty. At another time they would spend several hours in repairing their sledges, when in reality they did not stand in need of repair; but it was a subterfuge on the part of the Esquimaux, to give them an opportunity of indulging in their indolent habits.

In this expedition, an Esquimaux, of the name of *Nouwen*

exhibited an instance of great ingenuity, in constructing a sledge out of a solid piece of ice, which travelled uncommonly well, and, in some respects, was greatly to be preferred to the sledges in common use. It was made in the shape of a large wooden bowl; and although it was not a very comfortable conveyance for the person, yet it answered excellently for the conveyance of the provisions and other parts of the *materiel* connected with the expedition. It must, however, be observed, that in these expeditions, they never travelled with sledges over land, if they could possibly avoid it.

It was soon after this expedition was planned, that the good understanding which had for a short time subsisted between Capt. Ross and his nephew, was again interrupted; and it was a circumstance, which threatened to defeat not only the immediate objects, which they had in view, but in reality to endanger the actual success of the expedition. It was well known to all the crew, that Commander Ross was the very life and soul of all the schemes and plans, that were brought forward, by which any progress could be made towards the final accomplishment of the end, which they had in view; whilst, on the other hand, Capt. Ross was himself a passive subject; he was the oldest man on board, and very ill calculated, on account of his age, and his corporeal infirmity, arising partly from the wounds, which he had received in different actions in which he had been engaged, and partly from an absence of that energy of character, which declines with the growth of years, to take upon himself the performance of those active duties, which became indispensable on account of the peculiar situation, in which the *Victory* was placed. It has been seen, by the admission of Commander Ross, that he did not consider himself as acting under, or being subject to the immediate orders of Capt. Ross, and, therefore, as he was, from some certain points of view, an independent officer, acting on his own judgment, although with no responsibility attached to him, it became doubly unfortunate that the two officers did not act in concord with each other, but were continually at variance, during which time, neither of them knew nor seemed to

care about the actions of the other ; when, by consulting and laying before each other their respective plans, a path might have been chalked out, by which, not only many of the disasters, which had occurred, might be remedied, and provision made against their recurrence, but the very means might have been adopted, by which the success of the expedition could have been confirmed. These continual quarrels between the two officers, were also a great drawback upon the general harmony of the crew, and in some respects subversive of the discipline of the ship. It was impossible not for the men to entertain an opinion as to the particular party, who was in the wrong ; and as Commander Ross was decidedly the greatest favorite of the two disputants, it excited a degree of ill blood in the breasts of the crew towards their commanding officer, which was by no means favorable to the order, discipline, and harmony of the ship ; in fact, in some respects, it was a house divided against itself : one party espousing the cause of Capt. Ross, and another, that of Commander Ross ; and thus, the quarrels of the two officers did not terminate amongst themselves, but their effects were visible on the whole of the crew ; and the battles of the officers were fought over again in the different messes of the ship, until, for some time, quarrelling and wrangling were the order of the day.

On the afternoon previously to the departure of the expedition, the two officers evidently saw, that they must either relinquish travelling together, or a reconciliation must be effected between them. Like the majority of quarrels, it required only an advance and a friendly word on one side, to meet with a corresponding feeling on the other ; but the vile passion of pride generally interferes on those occasions, and checks the effusion of those amiable feelings, which may be inherent in the character, but which, like the corn of the field, are choaked up, and prevented from coming to maturity, by the baneful influence of the tares.

The two expeditions were accompanied by seven men, as auxiliaries, who were to assist the fatigue party, to a certain distance.

and then return to the ship. They accompanied them on their route for eight miles, and arrived at the ship at a quarter past three on the morning of the 17th.

During the absence of the officers, the carpenter was ordered to make another fishing punt, similar to the one already described, and which Capt. Ross had taken with him, as, from the lightness of its construction, it was found to answer extremely well, on every occasion in which it had been employed.

On the 21st, Mr. Thom and Mr. McDiarmid, with five hands, went to the old harbour, to bring away some iron work, that had been left there in the preceding year, although their expectations were not very great of finding any stores remaining, which could have been by any means carried off by the Esquimaux. In this, however, they were agreeably surprised, for they found all the articles in the same manner they had left them, although they were all covered with snow. They brought away with them an old iron stove, that was in the *Victory* when she belonged to Liverpool, but it was in many respects only adding to the quantity of lumber, which was already on board the ship.

On Sunday the 22nd, no service was performed, on account of the absence of the officers, instead of which, the carpenter employed himself in making fishing rods, and the engineer, in affixing ferrules to them. The following day being the 23d, the anniversary of the ship leaving Woolwich, a glass of grog was given to each of the men, and a cessation from all duty allowed after three o'clock. The remainder of the month was occupied with some unimportant matters, such as in making a capstern, repairing the wall that shaded the thermometer, and cleaning the brass gun. The wind blew chiefly from N. E. to N. W., but the latter part, attended with some very severe gales.

As the test of comparison between the temperature of the seasons of 1830 and 1831, the following is the scale of the external atmosphere for the month of May.

May	Highest	Lowest	May	Highest	Lowest	May	Highest	Lowest
	Below	Above		Below	Above		Below	Above
1	12	15	12	1		23	30½	12
2	12	1	13	22½	9	24	26½	20
3	10	2	14	32	10	25	33	17
4	20	5	15	32	10	26	33½	21
5	21	4	16	29	8½	27	36	17
6	20	4½	17	28	12	28	45	21½
7	19	4	18	25	16	29	22	11
8	20½	1	19	32½	10	30	30	15
9	2½	1	20	24	8	31	28	16
10	22½	4	21	25	14			
11	19	4	22	22	18			

The first of June was the day appointed for the amputation of Taylor's foot, as Mr. McDiarmid evidently saw, that it never could be of any further use to him. The diseased part was poulticed every day, since he was brought on board, made some times with soft bread, and at another time with oatmeal. It was, however, the particular wish of Taylor, that Capt. Ross should be on board at the time when the operation took place and therefore it was postponed until his return. It became, however, a question with Mr. McDiarmid, whether the postponement of the operation might not endanger the life of the patient, and therefore he determined not to wait the return of Capt. Ross; on the inspection of the foot, however, it was found to be too much swelled, to allow of the operation being

performed, and therefore the postponement became a matter of necessity.

The return of Capt. Ross was not looked for, for some days, but, to the great surprise of the crew, he suddenly made his appearance amongst them, leaving his party nearly a day's journey behind him. From the well known repugnance of Capt. Ross, to expose himself, without the most urgent necessity, to any inclemency of the weather, his arrival could not have been looked for on this day, as the wind was excessively high, with the snow drifting so heavily, that it was difficult to discern a hundred yards in advance. His motive for leaving his party, and travelling to the ship by himself never transpired; nor, perhaps, was there any foundation for the rumour, which was current on board, as to the cause which impelled him to an act, so contrary to his general mode of action; for as to any benefit of a geographical or scientific character, resulting from his expedition, it was the general opinion, that he might just as well have remained comfortably in his cabin.

At half past one in the morning, Capt. Ross' party arrived at the ship, completely exhausted with fatigue, and one of the crew with his foot frost-bitten, which happened to him on the day of his starting from the ship; but it was not judged by Capt. Ross, to be a case of such urgency, as to call upon him to send the man back to the ship; but it was generally considered, that, if necessity had nothing to do in the business, humanity had a great deal, but it appeared at the time, that it was not convenient to pay any attention to its call. The whole of the party returned in a very precarious state of health, which was attributed, in a great degree, to their being put upon an allowance of fish, to the total exclusion of meat; at the same time, that their weekly allowance of bread was not sufficient to last them three days.

It was impossible to decide on what principle Capt. Ross could suppose, that his men could sustain the continual fatigue and labor, to which they were exposed, on such a weak and watery aliment as fish, which, as an article of human food, is known to possess proportionably the least quantity of nutritive matter, of any kind of sustenance which is adapted to the sup-

port of man. Was it rational to suppose, that the strength or health of the men, on their travelling parties, with their impoverished fare, could be in the same condition as that of the officers, who had been previously accustomed to the best of fare, and total strangers to the privations of any kind of food, which particularly suited their taste or appetite. The men, who had sailed with Capt. Parry, were continually drawing their comparison between the fare, which was allotted to them on board the *Hecla* and *Fury*, and that, which was distributed to them on board the *Victory*: in the former, every thing was given out with a free and liberal hand; in the latter, parsimony appeared to be the ruling principle, without any regard to the consequences, which such niggardly conduct might have upon the health of the crew. Capt. Ross seemed to forget, that the health and physical powers of a man depend as much upon the kind of sustenance, which he takes, as any other animal of creation; although, if he had personally tried the experiment, of restricting himself to the diet, to which he confined his men, it scarcely admits of a doubt, that the next monument, which was raised in the country of the Esquimaux, would have been over his own remains.

During the excursion of Capt. Ross, he obtained another proof, that there was very little reliance to be placed on the word of the Esquimaux. They had promised to take him by a nearer route to *Nichilli*, and accordingly he had made an appointment with Commander Ross, to meet him at that place on the 21st of May; but the Esquimaux, who comparatively placed little value upon their own time, considered that Capt. Ross so far resembled them, as to place no value upon his; and therefore it was a matter of very little consequence, whether they arrived at *Nichilli*, a day sooner or a day later. As to any punctuality in the keeping of an appointment, it was a thing, they could not be made to comprehend the meaning of; it formed no part of their conduct observed amongst themselves; and, therefore as they could not be brought to believe, that Capt. Ross, in his excursion, had any other aim in view than to see the beauties (the female ones) of their country, it could not be imputed to them

as an act of unkindness or ill breeding, if they conducted him to the appointed spot, by a circuitous route. Capt. Ross had, in his own fatherland, often heard the adage, "that all ways lead to Rome;" and, judging by analogy, he was positive, that all the ways in the Esquimaux country led to *Nichilli*: but it was certainly an act of gross misconduct on the part of the Esquimaux, not to designate it by a severer name, to take such a circumbendibus to *Nichilli*, that the body of Capt. Ross was exposed to all the rudeness and severity of their climate, for nearly six days longer than there was, in reality, any occasion for, as, instead of arriving at *Nichilli*, on the 21st, their arrival did not take place until the 27th; and this delay was solely to be attributed to the circumvolutionary disposition of their guides, who, instead of proceeding in a straight line to the destined spot, went in a curvilinear direction, until, at one time, they were at a greater distance from *Nichilli*, than they were when they set out from the ship. To speak of a man keeping his temper on an occasion of this kind, were to invest him with the equanimity of Job himself; and therefore it was, perhaps, not at all unlikely that the sudden and unexpected return of Capt. Ross was, in a certain degree, owing to some offence, which he had taken for the conduct, which had been observed towards him, and which perhaps determined him, as early as possible, to close his acquaintance with a set of people, who, either from wantonness or ignorance, had been the instruments of exposing his person to six days additional buffeting with drifts of snow, showers of sleet, the merciless pelting of hail, and the violence of the northern gales, which threatened every moment to capsize his sledge, and plunge him three feet deep in the snow.

On the departure of Capt. Ross from *Nichilli*, he left Commander Ross with 17 days provisions, and a farther supply was left him at a certain place, to meet him on his return.

At 7 o'clock on the morning of the 2nd, the operation was performed on Taylor's foot, and in half an hour the man was laid in his cot, with every prospect of doing well.

On the 3d, the whole of the party who had accompanied Capt.

Ross, were so seriously indisposed, that they were all put into a steam bath, which was one of Capt. Jakyl's patent. The illness of these men ought to have taught Capt. Ross a lesson, that a change in his conduct towards them, in regard to their diet, was an act of imperious necessity, but there are some characters upon whom all experience is lost, and who, having formed to themselves a particular line of conduct, persevere in it, in despite of the conviction, which daily and hourly imposes itself upon them, that it is founded on prejudice and error.

On the 6th, the party that were to carry out the provisions to Commander Ross, made the necessary preparations for their departure, and in the afternoon a fatigue party got ready to take the sledge a few miles, for the purpose of alleviating the labor to those, who were appointed to take it to its destination. At 7 o'clock in the evening, the steward and a few men set off with the sledge, and returned at 4 o'clock in the morning, leaving the travelling party to proceed with all expedition, to the place where the provisions were to be left for Commander Ross, for whom some apprehensions were felt that he might be greatly in want of them.

Although Capt. Ross had projected another excursion, and he had expressed his determination to set out on the 7th, yet the wind blew with such uncommon violence, and the weather on the whole appeared so very inauspicious, that he postponed his departure until the 9th, when he set out early in the morning, accompanied by five men and a sledge. Some notion may be formed of the opinion, which the crew entertained of these excursions of their commander, for they always spoke of them as cruises, thereby signifying, that he did not know where he was going to, nor how long he should be out. In another sense, they were designated as tramps, for the men were obliged to foot it over snow and ice, like a wandering gang of gypsies, the world their home, the heavens their canopy, and a lump of snow their pillow.

On the 10th, a party of natives came to the ship from the south-west, who, on their way, had fallen in with Capt. Ross and his party, two days before, and had supplied them with some salmon and cod-fish, which were the first that had been seen in the

part of the country; they were called by the sailors Tommy Cod; but they were in reality the fish known by the name of the Coal fish. It is a fish of very low estimation as a table fish, and is seldom seen in our markets, although they have their habitation as near to our shores as the Dogger Bank. But the value of things depends, in a great measure, upon the circumstances in which the thing itself is found: a bowl of water, in the desert, would carry in value its weight in gold; and to the famished traveller, the food, that would be rejected and despised in the hour of plenty, becomes in the time of want, an estimable dainty.

Capt. Ross having returned by himself, on his arrival at the ship, he despatched Mr. Mc'Diarmid and five men, to the assistance of his party, whom he had left about ten miles to the southward. Either from the vagueness of the directions given to Mr. Mc'Diarmid, or that he took a course contrary to those directions, it unfortunately happened, that he missed Capt. Ross' party, who arrived at the ship without him, worn down with fatigue, at six o'clock in the morning, having been nearly 12 hours in travelling 10 miles. Mr. Mc'Diarmid and his party returned about five hours afterwards, having fallen in with the track of Capt. Ross' party, by which it was clear to them, that all further search was unnecessary, as their course was in a straight direction for the ship, and, therefore, their arrival before them, was a matter of very little doubt.

On the 11th, three Esquimaux with their wives, each having three children, came to the ship, and brought eighty pounds of salmon and cod-fish; some of the former were dried and some fresh; the weight of the latter was from 6 to 14 oz. On the following day, another party of natives arrived, bringing 36lbs. of salmon; and 3½lbs. were served out immediately to each man, in lieu of preserved meats. In this unpardonable manner did Capt. Ross persevere in forcing upon his men a kind of food, which, as a general one, was injurious to their health, and too unfit to support the physical strength, which they were daily and hourly called upon to exercise.

On the 13th, Commander Ross and his party arrived, after an absence of 29 days. He had penetrated a great deal further

than on the preceding year, and returned by the isthmus, which divides the sea, that is, the head of Prince Regent's Inlet, and the sea where *Nichilli* is situated; the distance from sea to sea is about fifteen miles, intersected by several lakes. Commander Ross was informed by the natives, that this newly discovered sea abounded with whale, seal and walrus; but the report of the natives was not confirmed by any personal experience, on the part of Commander Ross, for although a seal would have been highly acceptable as food for the dogs, not one was to be caught. Commander Ross gave the name of Isabella Cape to the longest point of land in this sea; and to an island he gave the name of Abernethy Island.

One of the most singular effects of the cold, that exhibited itself on this expedition, was the frost smoke, that rose from the sea in thin volumes, as if from a furnace. This was more injurious to the human frame, than the keenest atmosphere; for it was no sooner wafted by the wind over the land, than it created such a cutting and exquisite cold, that the men were obliged to put on all the clothing they could muster, to prevent their hands and feet from being frost-bitten. The rising of these wreaths of smoke, from the moveless surface of the sea, was a most extraordinary sight; the feeble moon struggling through them, and even the natives were afraid to stir abroad at the hour. In the dim twilight of the day, that followed, the daring hunter would sometimes venture forth to seek the deer, or trace the musk ox to his snowy lair. But in the midst of the night superstition might have conjured up some portentous forms, accompanied by a host of terrors; for strange sounds were often heard abroad in the air, caused by the meeting of masses of disjointed ice, or the splitting of the rocks with the intensity of the cold; even the piteous cry of the seal was sometimes sufficient to create an alarm; there were noises also on the deep and the shore, for which they could not account: so that these temporary exiles from their native land, were often, like the people of Egypt, during the plague of darkness, when in the sublime description of the Apocrypha, "they heard the sound of fearful things rushing by, even by their doors, and in their chambers."

but saw not the form thereof." No visitor came to cheer the lagging moments; no friend dropped in to tell of passing events, or share their solitary meal. There were no events to tell of; the land was sealed and covered; within each silent dwelling was seen to glimmer the lamp, that but seldom dies; and deep and dreary was their solitude, as if they were the last remnants of the human race.

Whatever discoveries Commander Ross might have made, of a geographical or scientific character, he seemed much disposed to keep them within his own breast; he, however, hesitated not to communicate the intelligence, that although he had discovered a sea to the westward, by which they could extend their voyage in that quarter; yet, on the whole, it presented not that favorable appearance, as to entitle him to draw the conclusion, that such an uninterrupted navigation could be obtained, as to insure the object of the expedition. Still, however, such a discovery had been made, as to inspire Capt. Ross with the hope, that as soon as a passage could be effected, from the situation in which the Victory then was, their progress to the westward might be so far advanced, before the setting in of the ensuing winter, as to determine in the most decisive manner, the great question, whether they were or were not, in reality, in the track for the discovery of the long-sought for passage.

The Esquimaux, who came to the ship on the 14th, brought with them several articles of their merchandize, as their stock of fish was quite exhausted. They found a ready market for their articles; as during the course of the preceding winter, Capt. Ross found himself under the necessity, of abstracting from the flour tubs, some of their contents, in order to meet the urgent necessities of the men; some of whom were literally without that supply of warm clothing, which was indispensable for their protection against the severity of the cold.

The quantity of game, which was now daily brought to the ship, was in itself sufficient to have supplied all the messes of the ship; but, to the great mortification of the crew, a very small portion of it indeed found its way to their table. The mode, however, adopted by the men, was, one of stratagem

and smuggling—many a grouse smoked on their board, whilst their captain, reclining in his arm-chain in the cabin, was gratifying himself with the thought, that a fish regimen agreed so well with the health of his men. If the steward, or any of the petty officers, who were allowed the privilege of shooting, by virtue of a licence granted by their commander, emptied the contents of their shooting bags before him; little did the wise and sagacious captain suspect, that a grouse had been hidden in one place, a bunting in another, a duck in a third, and a goose in a fourth place; and that when he was enjoying his *senik*, the hidden treasures were secretly conveyed on board, and in a short time afterwards found their way, by some means, into the caboose, where they were allowed to fry and frizzle, until an opportunity presented itself of conveying them to the messes below. During the expedition of Capt. Parry, no man was allowed to carry a gun on the Sabbath; in this expedition, however, the service of the day was no sooner over, than some of them went on their shooting excursions; and on Sunday the 19th, their success was so great, that they brought to the ship, ten plovers, four buntings, five ducks, one snipe, and six grouse.

The ice about the ship was now melting fast, in fact she was at this time surrounded with water; but the difference of the two winters began to be very perceptible; the present one being at least 18 days later, or according to the opinion of Capt. Ross three weeks. The tide pole was this day let down, and the lowest tide was found to be nine feet, and the highest fourteen feet, four inches.

On the 22nd, a survey of the provisions was taken, and every thing was found in good condition, with the exception of a cask of rice, which was entirely spoilt.

The labor of the remainder of the month of June, was directed to getting the ship in a proper state for sea. The ship was watered, and the tanks stowed away in the hold; the remainder of the housing was taken off, and the ship was begun to be rigged. On the 30th, some hands were sent to *Yakkee Hill*, to bring the mizen boom on board, as well as the gear of the flag staff.

On the 2nd July, Commander Ross went on a shooting expedition, and brought back with him five Esquimaux, four of whom had never been at the ship before. The astonishment, which these poor creatures evinced, on being taken down into the cabin, was most extraordinary; they appeared as if some magician's wand had stricken them motionless; the only part about them, having any tendency to motion, being their eyes, which rolled about from one object to another; and then having apparently satisfied their gaze, they burst into a kind of hysterical laugh. On being offered some refreshment, they shook their heads, exclaiming *Nak Nak*; but when they saw their companion, who had been at the ship before, set to to devour the food, which was placed before him, they threw off, by degrees, all reserve, and in a very short time gave a decisive proof, that they were well able to support the character of their countrymen for acts of gluttony. On discoursing with one of the men, it was discovered, that he was the possessor of two wives; but he very coolly intimated, that one of them was very much at the service of any one, who, on seeing her, might take a fancy to her. They stopped on board until 8 o'clock in the evening, and then departed with some trifling presents.

On the following day, a party set out in search of the huts of this particular tribe, but returned unsuccessful; during their absence, five men, and three women with three children, arrived at the ship; but, although they brought neither fish, nor furs with them, yet they were very importunate for some presents, and evinced a strong disposition to pilfer whatsoever they could lay their hands upon; in fact, they appeared to be a more deceitful and dishonorable set of beings, than the natives of the immediate vicinity of Felix Harbour. There was, however, a degree of fun and humour about these men, which had never been witnessed in any other individuals of the Esquimaux race, and after a very little persuasion, the sailors got them to perform the manner, in which they kill the seals. One of them represents the seal, and lays himself prostrate on the floor; the other is supposed to be close to its hole; the native approaches slowly, and with as little noise as possible towards the animal,

but stops immediately that it raises its head. As soon, however, as the seal drops its head on the surface of the ice, the Esquimaux proceeds towards it, until he gets within the reach of his spear. The seal, not being an animal of very quick motion, and having its head generally in a direction contrary to its hole, the Esquimaux darts at it, in its attempt to dive into the water, and kills it with his spear.

On the 4th, a party set out in a direction contrary to that which the first party took, for the purpose of discovering the huts of these people; and found them on the shore of a lake, in the vicinity of which, it was supposed they had encamped themselves, for the benefit of the fishing. On the arrival of the party, the natives were found all asleep. The access to their *toopiks* or tents not presenting any difficulty, as was the case with the snow huts of the natives in Felix Harbour, the sailors entered them, and such a scene of misery and wretchedness had never before been presented to their eyes. In the first tent were two families, consisting of two men, two women, and three children; in the second, two men, two women, and three children; and in the third, one man, two women, and one child. This was the man, who had two wives; but although there were only six women belonging to the tribe, two of the ugliest of them had fallen to his lot; and it must be allowed, that an Esquimaux woman, who has reached the superlative degree of ugliness, must be one of Nature's most finished pieces. It appeared, however, that the Esquimaux was not so much a bigamist by choice, as he was by necessity. There were but five men belonging to the tribe, and six women; and, therefore, it followed, as a matter of course, that one of them must either pass a life of single blessedness, and be the only old maid in the community, or she must share the connubial bed with the first of her sex, who might be disposed to admit her as a sleeping partner. Polygamy is not disallowed amongst the Esquimaux, but, so far from it being general, it very seldom happens, that the two sexes are so unequally proportioned, as that a woman can have two husbands, or a man, two wives. It must also be observed, that the different tribes of the Esquimaux, and

only be considered as each of them constituting one family, more or less numerous, according to the time that a particular number of them have determined to separate from the parent stock, to form a tribe or family amongst themselves. Thus, it very seldom happens, that an Esquimaux girl will look for, or accept of a husband out of her own immediate family or tribe; and, in this respect, they bear a strong resemblance to the gypsies, who very seldom intermarry with each other. It has been generally asserted, that polygamy is not conducive to population, and for that reason it is the intention of Dr. Malthus to have a bill introduced into Parliament, with the intent of legalizing polygamy in this country; although he ought, primarily, to adopt some measures, by which the people of this country shall become polygamists, with their own free will: for it is too frequently seen, that rather than take a second wife, the husband would deem it one of the greatest blessings, that could be conferred upon him, if he could, by any legal or decent means, disencumber himself of the wife, that he has got.

There was, however, no proof forthcoming, during the time that the sailors were acquainted with the Esquimaux bigamist, that he had any particular reason to complain of his fate—not that he was better clad, or that his *toopik* was kept in better order, in consequence of his having two wives to clean it, instead of one: for, in regard to the former, the whole of the tribe were in a state of complete nudity, with the exception of a deer skin thrown over them, which served them in the day for clothing, and in the night for their bedding; and in regard to the latter, neither of the wives could complain of performing a greater degree of labor than the other; for, as the tent or *toopik* was never cleaned at all, and the dirt and filth suffered to accumulate, until an English pig-stye, in its dirtiest state, was comparatively a place of cleanliness to it, it was not to be supposed, that any ground for quarrelling could exist on a subject, which both of them appeared to be exactly of one accord.

The summer huts of these people differ greatly from their winter ones. Their mode of erecting them, is, in the first place, to make a circle of stones, about seven feet in diameter: a pole

is then placed upright, but not exactly in the middle; and to the top part of the stick are the skins attached, something in the shape of a marquee. The height of the tent is about 7 to 8 feet.

On the entrance of the sailors into the *toopik* of the husband with two wives, the latter did not seem in the least abashed at the presence of the intruders; they were lying on the ground, with no other covering than their daily clothing of the deer skin; at their heads were the remnants of some fish, of which they had been partaking on the preceding day: and the little human animal, that was crawling about them, in a state of nudity, now and then took a bite of one of the fish, looking exactly like a monkey squatting on its hinder parts, munching a biscuit or an apple. The Esquimaux ladies were certainly destitute of any article of furniture, on which they could invite their visitors to sit down and rest themselves; nor were there any refreshments at hand, wherewith they could be regaled, unless perchance their appetite might lead them to partake of a slice of stinking salmon, or a raw cutlet of putrid seal flesh. The ladies, however, rose from their couch, in all the captivation of their morning *deshabille*; and the first act, which the younger of them performed, was, to advance towards Richard Wall, who was the stoutest of the party, and with a bewitching look, invite him to the ceremony of *kooniging*. Richard was, however, not to be tempted by the wiles of the seducer, and made the best of his way out of the tent: it being also pretty evident, that the lady was disposed to try the experiment on the remainder of the party, they all followed the example of Wall, leaving the ladies to form whatever opinion they pleased, respecting the gallantry of the *Kabloonas*. The husband followed them to the outside, and, from his gestures, they were able to understand, that it was the intention of himself and his tribe to visit the ship, for the purpose of pointing out an excellent fishing place, and, particularly, where the Tommy Cod or C fish were to be caught. The ladies, it was supposed, indignantly at the affront, which had been offered them, (for, certainly, a greater insult can be offered to a female, than to reject the fav-

which she offers,) never condescended to show themselves again, and the party soon after took their departure for the ship.

They had not been there many hours, when the Esquimaux were seen approaching, the two wives bringing up the rear; but, whatever ill humour they might have evinced in the morning, it had now wholly subsided, and they came on board with laughing countenances, and greeted their former acquaintance, with every token of satisfaction. Some refreshment was given them, and it was agreed, that they should go a-fishing on the morrow; Commander Ross, and Mr. Mc'Diarmid to accompany them. After stopping a few hours, during which, their eyes were in every direction, to see what they could pilfer, they left the ship, for the express purpose of taking a *senik*, promising to be punctual to their appointment on the following day.

In anticipation of this fishing expedition, one of the crew was despatched to the lakes, to bring away the fishing-rods; and early on the following morning, Commander Ross and Mr. Mc'Diarmid were on the anxious look-out for their guides, but, at 12 o'clock, not one had made his appearance. At two, Commander Ross set out to the huts in search of them, but, on his arrival there, he found that they were all gone. In the evening, the man returned, who had been sent to the lakes, and he reported, that he had met the tribe, travelling in the direction of *Nichilli*, which was directly contrary, to where the fishing place was situate. It was some time, before the cause of this conduct could be discovered, but it was at last ascertained, that at their visit to the ship, on the preceding day, they had stolen several trifling articles; and the suspicion was now entertained, that they were afraid to keep their appointment, from the fear, that the theft had been discovered, and they were then ignorant as to what might be the consequences to them; or the extent of the punishment, that would be inflicted on them.

During one of the shooting excursions, which the men took on the 7th, a fox's burrow was discovered by Abernethy, who

immediately repaired to the ship, to inform Commander Ross of the circumstance. As some expectations of good sport were entertained, Commander Ross, with four men, set off for the burrow, and after an hour's hard digging, they came to a young family of six cubs, all of them of a dark brown colour. The sport, however, which the old foxes gave to the men, would have been greatly relished, even by an English hunter; for the place where they had established their burrow, was so full of holes, that they were no sooner driven out of one, than they took refuge in another. It was the wish of the men, to take the old ones alive: for having got possession of their progeny, it was expected, that it would not be a difficult task to tame them, and ultimately to transport them to England. After hunting and dodging them for nearly two hours, Reynard always contrived to escape from the snares, that were laid for him; and, therefore, as no immediate prospect presented itself of taking them alive, it was determined to shoot them, which was ultimately accomplished, although, not without some difficulty. On examining the burrow, there were found in it, the remains of the skins of hares, weasels, mice, birds and even fish. The men carried their booty to the ship in triumph; but they afterwards found, that in attempting to rear the cubs, they had imposed upon themselves, a task of no common difficulty, and, which, even when accomplished, was not attended with any profit or advantage. The live stock of the Victory now consisted of the six fox-cubs, two hares, and one mouse! all most valuable specimens of quadrupeds of the country, and worthy the trouble of being conveyed to England, where they would be found not to differ in the slightest degree, from the indigenous species.

The carpenter was employed during the whole of the 8th in making a salmon spear, similar to the one used by the natives. It greatly resembles the spear used in England for striking eels, with the exception, that the Esquimaux spear has only one prong which is made of bone; the shaft or handle being made of seven or eight small pieces of wood, lashed together. The spear made by the carpenter, was all in one piece, and the prong made of iron. When it was shown to the Esquimaux, they were

delighted with it, that they would have taken all their clothes from their back, in exchange for it, and have returned to their huts, literally in a state of nakedness. Capt. Ross went to the lakes to try his success with the spear, but he returned without catching a fish.

The tides were now exceedingly high, the water having risen 18 feet 5 inches; and it was a most mortifying circumstance, to see an open sea before them, and to know that their ship was jammed up with the ice, in a small bay, wholly unable to extricate herself. On the 13th, the boats were got off from the shore, in expectation that the ice would give way, from the effect of the high tides, and enable the vessel to proceed on her voyage.

In the afternoon of the 13th, Mr. Light went to the lakes with his salmon spear, and succeeded in striking a fish, which he conveyed on board. This spear was bought by Mr. Light, of an Esquimaux, at Widsford or Holsteinburg; and it was the first salmon, that had ever been caught by any of the crew, with a spear. Commander Ross also succeeded in striking three small fish, the whole weight of which was 1lb. 5oz. The weather was, however, exceedingly inauspicious for fishing, the rain coming down in torrents, and the wind blowing a strong gale from the eastward.

On the 14th, two Esquimaux arrived at the ship, bringing with them thirty-five pounds of fish; but as they were all of last year's catching, they were not held in very high esteem. These Esquimaux remained on board till the 16th, when they were to accompany Commander Ross and a party, to one of the five rivers in North Bay, of which mention has been already made, and which was reported, by the natives, to abound with all kinds of fish. Accordingly, early on the morning of the 16th, Commander Ross, Mr. Mc'Diarmid, with eight men, guided by the two Esquimaux, set out on this expedition, Capt. Ross accompanying them part of the way; but who returned to the comforts of the ship, at 12 o'clock, on the following day, bringing with him a plover and a snipe. He saw a deer, and in his hurry to load his gun with ball, he broke his ramrod. The 17th, being Sunday, Capt. Ross, immediately on his return, proceeded to the per-

formance of the religious duties of the day : but, whilst he was reading the Liturgy, he was taken so ill, that he was obliged to leave the cabin, appointing Mr. Thom to finish the service. In the afternoon, the whole crew left the ship, for the purpose of taking a walk, and brought home with them three fine pin-tail ducks; but the lakes were now getting so clear of ice, that it was a difficult matter to get near to the birds.

On the 18th, the carpenter was employed caulking the topsides; the crew were put to picking oakum, and making putty, the stock of pitch being exhausted. Capt. Ross took a walk to the northward, and returned at midnight, with two grouse, two pin-tail ducks and a snipe. He saw two deer, but could not come within shot of them.

On the 20th, some of the party arrived from North Bay, leaving there, Commander Ross, Mr. Mc'Diarmid, and two of the crew. They brought a load of fish with them, the greater part of which being last year's fish, were scarcely eatable. They, however, brought with them thirty-one fresh ones, and Capt. Ross ordered, immediately, that 2lbs. of the stale, and 1lb. of the fresh fish, should be distributed to every man; thereby affording an additional proof, that a man, who, once gets into a wrong road, generally perseveres in it, until he falls headlong into a slough, from which no power is able to extricate him.

In the evening, the party left the ship for the bay, taking with them, the net; whilst the crew, on board, were employed in cleaning the fish, taking 180 on shore, for the purpose of drying them.

On the 21st, Capt. Ross went on a shooting excursion, and returned on the following day, with a hare, a sand-piper, and a mouse! and, on the following day, he set out again, with two of the crew, one of whom, he in a short time sent back with a sand-piper's nest, as well as the old bird.

On the 22nd, Mr. Mc'Diarmid arrived on board, for the purpose of obtaining additional hands, to assist the party, that were on their way to the ship, with the load of fish, which they had caught. He informed Capt. Ross, that in the first haul with the net, they caught 500, and the second haul, 1143. The

Esquimaux, when they saw the latter haul, plunged into the water, and began to ladle out the fish with their hands, uttering the loudest exclamations of joy, and clapping their hands in an extasy of delight. This mode of fishing with the net, had never before been witnessed by these people, nor could they be brought at first to comprehend in what manner the fish were caught, particularly those, which had got entangled in the net. It, however, gave them a distaste to their own method of fishing; for the contrast appeared so great, between bringing out a solitary fish, and hauling them out by hundreds, that it opened, as it were, a new era upon them, and implanted certain ideas in their minds, which might afterwards contribute, in a most important degree, to their personal welfare.

The fishing party arrived at the ship, on the 23rd, bringing with them the sledges, laden with a cargo of prime fresh salmon, the average weight of which was 3 lbs. 2 oz. The party, after a night's rest, took their departure from the ship, accompanied by some additional hands, and two sledges. The crew on board, were employed in cleaning, washing, and pickling the fish in vinegar, and in the course of the day, they had deposited in their casks, 389; reserving a certain number of the fish fresh for present use.

We have already cursorily hinted at the deleterious effects, which these salmon, pickled in vinegar, had upon the health of the crew, in consequence of their having been prepared in copper vessels, of which the tin lining had been worn off. In the present instance, it was most difficult to account for the obstinacy of Capt. Ross, in persevering to have the fish cured in utensils, of which the injurious effects had been already experienced, and which actually extended to that alarming length, as to endanger the lives of the men. It was not many days after the fish had been cured, that the effects of the copper were distinguishable upon the fish; and it was so evident that they were not safe to eat, that the whole stock was condemned, and thrown upon the beach. It was not, however, the immediate loss of the fish, that excited some regret; for, at that particular period, the supply of fresh provisions was so abundant, arising

from the success of the sportsmen with their guns, that they could have dispensed with the fish altogether. They, however, looked forward to their casks of fish, as a resource for the ensuing winter, when the birds and animals would become scarce, and little was to be obtained by the hunter, or from the natives, but the flesh of the seal and the walrus; and perhaps, occasionally, a lump of musk ox beef, with which, however, some rather unpleasant associations were accompanied.

On the 25th, a party came to the ship, having left their sledge about four miles distant, it being too heavy for them to drag along; the road being exceedingly bad and rugged, owing in a great measure to the decayed state of the ice, which broke under them almost at every step. This party had been twenty-two hours without any refreshment, and eighteen on their legs, with a heavy load dragging behind them. Each man had taken his loaf with him on the sledge, but the bread soon got so saturated with water, as to render it not fit to be eaten: the men themselves were sometimes up to their middle in water, and in this deplorable state, they were obliged to tramp it over the crackling ice, floundering every minute their whole length into some pool of water, with not even a morsel of food, to support them on their march.

At one o'clock, Mr. Thom, and a party of eight, went for the sledge, and returned at six: even these eight men found the labor of dragging the sledge to be almost too much for them: what then must it have been for only five, and one of them very ill? This continual and excessive labor excited a spirit of discontent amongst the men, which perhaps, but for the influence exercised over them by Commander Ross, would have broken out into open mutiny. They looked upon it as a species of labor, which they were not hired to perform, and which had no immediate reference to the discipline of the ship; still, however, they might not have displayed so great an unwillingness and repugnance to the performance of the labor, had a corresponding disposition been shown on the part of Capt. Ross, to support them through their fatigue, by that attention to their personal wants, and to the support of their physical strength.

which could only be accomplished by a liberal administration of nutritious food. The sequel will very soon show, how directly opposite was the conduct of Capt. Ross, and how richly deserving he proved himself of that dislike, which the men entertained for him.

By the last party arrived from the fishing place, information was brought, that one of the men, Anthony Buck, was taken ill with severe fits, brought on, it was supposed, by eating stale and unwholesome food, particularly salmon, which had been dressed in the copper funnelling. This man, however, was not the only one of the crew, who was indisposed, although not exactly in the same manner, nor from the same cause.

It was the duty of the steward to wash the wearing apparel of the officers as well as their bedding; and it was on the 27th, that his task of washing commenced, having twenty-two blankets and four quilts, with four months apparel to wash, and all in cold water, with no one to give him the slightest assistance throughout his arduous labor. The washing was obliged to be postponed, on account of the difficulty of getting a good supply of water, until the latter end of June, and then the labor lasted for three or four nights, during which time, he was never in his bed. The effect of such a continual dabbling in cold water, was, that he lost the use of his hands, by which, in the course of a few days he could not hold a tumbler, nor wipe out a tea cup; he was then put upon the sick list, but by the necessary applications, the use of his hands was restored to him.

On the 26th, a party of four left the ship for the fishing place, leaving Capt. Ross on board to amuse himself with the pickling of some salmon in jars for his own private eating. On the following day, the same party returned, bringing with them 280 salmon, and a note from Commander Ross to his uncle, informing him, that at one haul, he had caught 3343 salmon, and that he was on his return to the ship. The greater portion however, of this extraordinary haul was wasted, as the men openly and boldly declared that they could not stand the fatigue any longer; or, independently of the privations, which they were obliged to undergo on account of the badness of their diet, there was

scarcely one of them that had a boot to his foot, and those who wore them, had obtained them clandestinely from the Esquimaux. Thus, the effects were beginning to display themselves of the selfish line of conduct, which Capt. Ross pursued, in prohibiting his men from purchasing any of the skins from the natives, as in that case, they would have been able during the winter months to have provided themselves with those articles of apparel, of which they now stood so much in need, and for the want of which, their feet were brought to a complete state of excoriation. One of the men, Joseph Curtis, perhaps one of the finest men on the expedition, made a complaint to Capt. Ross on this subject, and declared, that his feet were in such a wounded state, that he could not possibly accompany the next travelling party. The answer, that Capt. Ross made, was, "Oh! that's all stuff, you must go, if you walk without feet." It was, however, not only in regard to the comfort and health of his men, as far as their clothing was concerned, that Capt. Ross evinced a callousness of disposition, and a reckless inattention to their wants, which literally rendered him odious to the crew; but in cases where their health was concerned, he treated their applications with contempt and indifference. On the same day that Curtis made his complaint, about the state of his feet, another of the crew applied to Capt. Ross for some medicine, (Mr. Mc'Diarmid being at North Bay,) having been for some time afflicted with a constipation of the bowels. The advice, that Capt. Ross gave him, was, " 'to throw the physic to the dogs,' and to swallow a musket ball, and if that had no effect, to send another after it; then swallow a cartridge, set fire to it, and the devil was in it, if a passage would not be obtained." The poor fellow was, however, refused all medicine, and in less than twenty-four hours, he was seized with a violent fit. These acts on the part of a commander, whose very existence depended upon the health and strength of his crew, appear so diametrically opposite to that line of conduct, which a prudent or a feeling man would have committed, that we should be inclined to discredit them altogether, were they not transmitted to us by an authority, of whose veracity no doubt can be entertained; at the same time, that they are

corroborated by another party, who was one of the sufferers on the expedition, in consequence of the culpable neglect and indifference that were shown to the maintenance of the health and comfort of the crew. This conduct appears in a still more extraordinary light, and greatly to the disrepute of Capt. Ross, when it is contrasted with his public declaration of those very men, representing them, as having served him with a constancy, which was never shaken under the most appalling prospects, and to whose fidelity and obedience he was so greatly indebted. Capt. Ross, therefore, on his own showing stands guilty, either of the blackest ingratitude, or he has exhibited himself in a character, the most unfit and improper to conduct an expedition, the successful result of which, depended so much upon a strict and incessant attention to the health and comfort of the crew under his command.

In the afternoon of the 27th, a party of four were sent to the bay for fish, and on their way they met Commander Ross on his return to the ship; he arrived about midnight, worn down with fatigue and hunger. On the following day, the 28th, the party of four returned, but two of them were so completely knocked up, that they could not draw the sledge any further; they, therefore, left it about three miles from the ship. In the course of the day, the party, that had been with Commander Ross, returned, bringing with them Anthony Buck on a sledge, who, on their journey to the ship, had had three fits, one of which, it was feared would terminate his existence; in fact, all the men, who were of Commander Ross' party, were more or less indisposed, arising from the unwholesomeness of their food, and their continual exposure to wet and cold, without the means of obtaining the slightest relief. At half past three, six men were sent for the sledge, that was left behind by the party arrived the morning; and at ten at night, nine men and two sledges were despatched for the last cargo of fish. At 6, on the following morning, two of the men returned completely done up, which Mr. Light was despatched with another man, to the assistance of the party, and returned on board, at 10 P. M. The men, who were able, were now employed about the fish,

curing, drying, and stowing them in the barrels. In a prospective point of view, these fish were regarded as a bounteous gift of Heaven; for, in the event of the Victory being blocked up for another winter, a certainty existed of the crew being put upon short allowance; and the plentiful supply of fish on board, would enable them to weather the winter, without the fear of suffering from actual want. The whole number of the fish caught, were 4986, but not more than 2000 were brought to the ship; the remainder were entirely wasted. The greater part of the fish were preserved in vinegar, and stowed in barrels and hogsheds: a considerable number were salted and dried; some were dried, and not salted. The number pickled in vinegar, was 1384; independently of twelve jars, done in a superior manner, for Capt. Ross, and twelve of the largest, and finest for Commander Ross. The number dried, were from 300 to 500; and those, that were salted, were represented to excel all the others in the delicacy of their flavor. The distance of the fishing place from the ship, was about 13 or 14 miles: but the most laborious part of the business was conveying the fish on the back of the men, from the place of fishing to the salt water, and then to the sledge, which was about three-fourths of a mile. Every man had to carry about 50 salmon, averaging in weight 150lbs; no trifling load to carry over rocks and rugged ground when the men were frequently no sooner off the former, than in five minutes afterwards they were up to their middle in water; and this may be considered as the general character of the road on which they had to travel from the place, where the sledge was loaded, to the ship. There were six of the fishing party on the sick list, all of them complaining of a pain in their bowels. Buck and Baxter were seized with convulsion fits: the former had three in 6 hours; and the latter was in a fit $1\frac{1}{2}$ hour, and at one time it was feared that he would never recover.

On the 2nd of August, the labor of drying and curing the fish, may be considered as being completed, and some tents were erected on shore, for those which were drying, in order to protect them from the rain. The preserved fish were stowed away in 7 casks, No. 1 containing 250, No. 2, 200, No. 3, 200,

No. 4, 339, No. 5, 55, No. 6, 211, No. 7, 244, besides a tierce of salted, and about 400 dried.

On the 3rd of August, the boats were got off from the shore, the ship was cleaned, and the watering of her commenced. At 4 o'clock in the afternoon, to the great surprise of all on board, the ice gave way about the ship, and she drove her own length, making exactly 10 months and 2 days since she had moved at all from her position. On the 1st of August of the preceding year, the ice was all in motion, but no symptoms of that desirable event had, as yet, taken place, although the ship was literally surrounded by water. The prevalence of the westerly winds, which appeared to have set in on the 4th of August, and blowing with uncommon violence, was greatly adverse to the ice running out of the bay; at all events, even if the ship were clear, it would not have been possible to make any great headway, with the wind blowing directly in their teeth.

On the 5th, the whale boat was hoisted up, for the purpose of being repaired, and the powder was got on board. The crew were employed in repairing the sails; and all was bustle on board, to get every thing in such a state of readiness, as to be enabled to start, on the breaking up of the ice. Commander Ross went on shore, for the purpose of taking a survey, and he saw the water clear to the eastward. To the westward, however, it appeared to be stationary. Mr. Mc'Diarmid went with the dingey to the lake, and returned at midnight, having had very little success, bringing home with him only one pinail duck.

Towards the evening the ice was in motion about the ship, with light winds from the W.N.W., and all hands were on the alert, to take the advantage of it, but their hopes were blighted by the budding, for the wind veered round suddenly to the northward, driving the ice into the bay, and apparently choaking up every outlet, by which the Victory could escape. It was, however, necessary that the strictest watch should be kept, as it was well known to the majority on board, that when the ice once begins to be in motion, a particular spot will be choked up one hour, and the next, scarcely a piece of ice is to be seen.

A serious remonstrance, in the shape almost of a round robin, was at this time made to Capt. Ross, on account of his determined perseverance, in having the food of the sailors cooked in the copper apparatus. With the daily exhibition before his eyes, of the effect, which the victuals so cooked, had upon the health of his men, there being scarcely one, who did not complain of an affection of the bowels, and some actually unable to perform the duties of the ship; it appeared to all, that their commander was laboring under a most deplorable infatuation, or under the influence of the most direct inhumanity, in obliging them to subsist on food, which had been proved to be of so deleterious a nature; it was not, however, until an absolute refusal was made by the whole crew, to partake of any more food cooked in the copper apparatus, that Capt. Ross was brought to his senses, and he issued his orders to the engineer to make some tin boilers to fit into the apparatus, and that, which a discreet and prudent man would have done, from a sense of propriety and humanity, was forced upon Capt. Ross, as a direct act of compulsion.

On the 8th and 9th, the ice was quite stationary, with light winds from the southward; a circumstance, however, occurred on the latter day, which, although it passed off without any immediate injury, might have been attended with the most serious consequences. The vessel had for a length of time been made fast to a berg, which, as it was aground, and apparently to be permanently fixed, not the slightest apprehension was entertained, that any danger could occur to the vessel, in fastening her to it. On the afternoon of the 9th, however, the berg capsized with a tremendous crash, and would most probably have placed the Victory on her beam ends, but fortunately the hawsers snapped with the sudden strain, and left the vessel without any moorings. All hands were immediately turned out, and she was moored afresh to another berg; but, from the unsettled state of the ice, her position was not considered one of positive safety.

Commander Ross was employed this day, in taking angles with the theodolite, it was, however, perceptible to the whole crew, that some fresh disagreement had broken out between

Commander Ross and his uncle, but the cause did not transpire until some time afterwards.

On the 11th, the ship was got into deeper water, although it was not fifty yards from her former station. The launch was got alongside, and properly cleaned out; but the ice in the offing and the bay still remained stationary, although the wind had been blowing during the whole of the day, from the south and the east, accompanied with heavy rain.

On the 12th, a tribe of Esquimaux came to the ship, amongst whom, was their old acquaintance *Tuluach*, for whom the wooden leg had been made. Shortly after the *Victory* left Felix Harbour, he had the misfortune to break his wooden leg, and his purpose now in coming on board, was to have it repaired. He left the ship at midnight promising to return on the following day, with his whole family, but leaving behind him his wooden leg for the carpenter to repair.

Tuluach was faithful to his word, and on the following day, the 13th, he came to the ship, bringing with him the whole tribe; consisting altogether of twenty-two persons, men, women, and children. These people, pluming themselves perhaps upon the privileges of an old acquaintance, no sooner came on board, than a scene took place, which would have delighted hundreds, they could have witnessed it in a booth at Bartholomew fair: respect whatever was paid to persons, for it appeared perfectly material to the females, whether they saluted the smutty cook, corpulent doctor, or the grave and stately captain himself. Some of the females, the sailors recognised their former sweethearts, in consequence of which, many a nose came into affectionate vision, which, although it might have been agreeable to one party, was not much relished by the other; neither the carnival Venice, nor a masquerade at the Opera House could have excited such a motley and original group, as was at this time to be seen on the deck of the *Victory*. The Esquimaux in their sum-dresses, which were by no means sufficient to cover their persons, and by which, "the human form divine" became exposed in a manner similarly to the condition of Adam himself, before he ate of the forbidden fruit: the grotesque appearance of the

sailors in their uncouth habiliments, a mixture of savage clumsiness, and civilised skill ; the confusion of noises and discordant sounds, proceeding at one time from the interjectional exclamations of the Esquimaux, and at another, from the hoarse and bluff voices of the sailors, amongst which were now and then heard the commanding words of the captain, attempting to make himself heard amidst an uproar, which would have impressed on the mind of the spectator, some idea of the confusion, which reigned at the Tower of Babel ; and then, when the ladies of the Esquimaux nation, began to display their grace and agility in the dance, catching hold of the first sailor, that came within their reach, no matter whether an officer or a foremast man, and hugging him to their affectionate bosom, which imparted to the favored being, some idea of what his feelings would be, if he should perchance happen to fall within the embraces of a shaggy bear, and then the performance to conclude (as our play bills have it) with a grand display of antics, performed by the most active of the company, which antics, consisted in the men placing themselves in the most grotesque and ludicrous attitudes, and distorting every feature of their face, to increase the ugliness, which nature has so lavishly bestowed upon them.

It is most probable, that this truly original performance would have concluded with the exhibition of the antics of the men, had not Mr. Light, on a sudden, struck up some inspiring sound from his violin, which appeared to have the same effect upon the whole tribe, even including the children, as if every one of them had been bitten by a tarantula. In some respects, the scene might be compared to a congregation of Jumpers, attempting to catch the spirit, for the spirit of emulation appeared to animate every breast, as to which could excel the other, in the altitude of their jumps ; in one of which, the entire dress of one of the ladies fell from her shoulders, and left her in *paribus naturæ*. The dress was politely handed to her by one of the sailors, to whom she said, *Kogenna ! Kogenna !* (thanks ! thanks !) having thrown the deer skin over her shoulders, began to jump again, until the music ceased, as if no accident whatever had befallen her.

The farce at last was ended; and, after a repast of baked seal and blubber, the happy natives were rowed on shore, the officers accompanying them, *Tuluach* leading the way, on his mended wooden leg; in fact, if a drama of life in *Yakkee* (the Esquimaux country) could have been got up, in imitation of *Life in London*, there is very little doubt, that *Tuluach* would have been chosen to act the part of Dusty Bob; Mr. Light giving him previously a few lessons on the violin.

Mr. Mc'Diarmid took one of the Esquimaux with him, on a shooting excursion; but it was with the greatest difficulty, that he could get the simple savage to stand near him when he fired; for Mr. Mc'Diarmid no sooner put the gun to his shoulder, than the native took to his heels, and remained at a considerable distance, until the gun was discharged. On this excursion he killed three leverets, weighing on an average 3 lbs. 2 oz.

In consequence of the vessel being surrounded with water, the Esquimaux could not get on board, except by means of the boat from the ship; a circumstance by no means disagreeable to Capt. Ross, nor indeed to the whole of the crew: for, during the time of the natives being on board, all business was suspended; and as their visits were sometimes very unseasonable and ill-timed, the crew had it now in their power to determine the exact time when their visits should be paid. On Sunday the 14th, they presented themselves on the beach, making signs that it was their wish to come on board: to which Capt. Ross consented, and a boat was sent for them. It was, however, a most difficult matter to make some of the women sit still in the boat; and one of the youngest, who appeared to have fixed her affections upon Curtis, one of the men who rowed them on board, considered that there was neither law nor rule why she should not *koonig* him in the boat: the consequence of which was, that if it had not been for one of the sailors, the lady would have been immersed head over heels in the water. This, however, is no great punishment to an Esquimaux, male or female: for, in their travels to their different fishing or hunting stations the ice is frequently so rotten as not to bear their weight, and they are plunged into the water; but it appears to be such

a matter of course with them, that little or no notice is taken of it.

During the night of the 14th, the dogs of the natives discovered the fish, that were drying on the beach, and left them not until they had fully satisfied their appetite. Not a moment was lost, in getting all the fish on board; for the dogs had not only eaten a great number, but spoilt a still greater, by gnawing them in different places, biting the head from one, and the tail from the other, thereby rendering them, as an article of food, of little or no service.

On the 15th, ten Esquimaux came on board, complaining that they were much in want of provisions. Some seal and blubber were cooked for them; for fortunately Abernethy had shot a seal on the preceding day, and had succeeded in getting it on board, which was not always the case, even if the animal were mortally wounded. The seal seldom travels far from its hole, (the open space of water being called so by the Esquimaux, when the seals come up for the purpose of respiration,) and even if the bullet were to strike him in a vital part, he rushes into the water, and dies beneath the ice. On the departure of the Esquimaux, Commander Ross gave a certain quantity of dried fish to those, who had families, and a smaller quantity to those, who were single. The chief part of the fish were those, which had been mutilated by their own dogs: but the mere want of a head or a tail did not appear by any means to depreciate the fish in their estimation. The natives were then on their way to *Nichilli*, their dogs being loaded like asses; for as there is neither snow nor ice at this period of the year, and the conveyance by the sledge being wholly impracticable, they sling their luggage over the backs of the dogs, like two paniers. Some of the dogs, however, will not submit to this drudgery; and, in the present instance, three of them objected to being put to such a degrading occupation; they were therefore left behind, to seek their own living, and to enjoy a life of independence, with starvation as their companion.

The weather for the month of August was exceedingly inauspicious; on the 16th, a heavy fall of snow took place

and it continued to rain and snow alternately throughout the remainder of that day, and part of the next. The ice remained stationary, and no immediate prospect of it clearing away. Part of the crew were employed in scouring the paint work on the mess deck; whilst the remainder were employed in finishing the watering of the ship, which, when completed on the 18th, exceeded in quantity, rather more than six tons.

On the 19th, the weather was variable and thick. In the evening, Commander Ross went on shore, and killed a hare and a plover; he also found the grave of an Esquimaux, and brought the skull on board. This skull supplied the place of the head of *Illictu*, which had been left for the benefit of the shrimps, in Felix Harbour.

On the 20th, the wind blew strong from W. S. W. and the ice setting N. E. On the following day, however, the wind veered suddenly round to the eastward, which, in the situation in which the Victory then was, was the most adverse wind, that could blow, as there was not the slightest shelter for the ship. Towards evening, the berg, to which the vessel was fastened astern, floated, and the bower anchor was immediately got ready. The Victory was now in a very awkward predicament, the wind at east, blowing dead upon the land, which drove the whole body of the ice direct into the place where the ship lay. Fortunately, however, the wind did not continue long in that quarter, for, on the 22nd, it blew from the northward, with all the loose ice drifting in shore. An anchor and a hawser were taken from the berg astern, it being aground, and the ship was fastened to it.

On the 25th, five men were sent on *Yakkee Hill*, to build a monument; but as wisdom sometimes comes with the growth of age, it was determined by Capt. Ross, that this monument should be made of rock; for it appeared, that the Esquimaux in the vicinity of Felix Harbour, had discovered the different monuments, which had been erected of snow; and as their gross and pardonable stupidity could not discover any possible use in them, they had committed the sacrilegious act of demolishing them; thereby despoiling their country of the handyworks of a

set of men, whose equals they never saw before, and whom it was most probable they never would see again.

On the evening of the 26th, the ice set in with an overpowering force, by which the whale boat got a tremendous nip, which broke all her timbers and five thwarts, and rendered her nearly wholly useless. After some labor she was got on board, when Capt. Ross determined that she should be cut in two, and a four-oared boat made of one of the parts. The wind coming on to blow from the south and east, it was judged advisable to moor the ship afresh, and a party were sent on shore for that purpose. The crew were afterwards employed in greasing the masts, loosening sails, and other duties necessary to be performed, previously to the vessel leaving her second winter harbour: an event, which was daily to be looked for, and which required a vigilance on the part of the officers, that gave them little leisure for any other occupation.

Early on the morning of the 27th, the moorings, which had been fastened to the shore, suddenly snapped, from the heavy strain, that was continually upon them: all hands were turned out to secure the ship again, but although it was effected, the situation, in which the vessel lay, was not considered as wholly exempt from danger. At 8 o'clock in the evening, the wind blowing from the westward, the ice became all in motion, driving to the southward and the eastward. Six of the men were sent in one of Franklin's boats, for the purpose of ascertaining the state of the clear water, that had opened to the northward.

The 28th was the day of emancipation of the Victory from her long confinement in her second winter harbour. The morning broke, with fresh breezes from the south, but at 8 o'clock the wind changed to the W.N.W. All hands were employed in clearing the ice from the ship. At 9, hove the larboard hawser taught, and then cut it, as it was under a piece of ice that was aground. Several hands were now sent on shore to bring off whatever remained belonging to the ship; and at 1 P. M. the ship was warped up to windward. At 4 P. M. the ship was made fast to a piece of ground ice. Commander Ross

with a boat's crew, now went on shore, for the purpose of ascertaining the state of the ice, that was running out of the North Bay, which had continued without intermission for 8 or 9 hours; and therefore it was his opinion, that there must be an end to it. He ascended a very high hill, that looked not only directly into the bay, but also up it; and, on his return on board, he informed Capt. Ross, that the ice seemed to be more clear. Accordingly, as the wind was from the W.N.W. they cast off, and stretched along the land, keeping the ship in the wind, for the purpose of getting the dingey on board, she being away to cast off the line. A piece of ground ice under their lee, obliged them to go about ship on the starboard tack, by which a great deal of ground was lost, which was considerably increased by being obliged to make the launch in tow astern of the ship, thereby hanging as a lead weight upon her, when she ought to have been entirely free from every incumbrance of the kind. The ship having hardly headway, again brought another berg under their lee, which it was found impossible to weather, and the ship struck on her larboard bow, which shoved her head up; but, as she did not lose her headway, she went about her own length, and took the rocks forehead, and her stern dropped in on the berg, and the rudder was knocked nearly to pieces.

This accident, as it was significantly styled by a certain party, was in reality any thing but an accident; for it was known to be the effect of downright mismanagement. At this particular period, one of those quarrels had taken place between Capt. Ross and his nephew, which had assumed almost the character of a regular periodical occurrence, and which actually threw a gloom over the whole proceedings of the expedition. On first approaching the berg, it was strongly recommended by Commander Ross, to go to leeward of it; for, as the ship was in days, the danger was great in attempting to go to windward, in the event of the ship missing stays, there was no other prospect, than being driven right upon the berg, to the destruction perhaps of the ship; at all events, to the commission of such damage, as might render it impossible to proceed on the voyage.

Had Capt. Ross been at this time on friendly terms with his nephew, it is perhaps probable, that he would have condescended to follow his advice; but there was something degrading and humiliating, in the idea of listening to the counsels of an individual, who had perhaps transgressed against his high authority, or who, in several instances, might have attempted to show him, that wisdom and age do not always accompany each other. It is a feature of the human character, although not a very amiable one, of acting in direct contradiction to the advice of those, with whom we are at enmity; as it is a wound upon our self-love, to suppose that we can allow ourselves to be guided by those, who have perhaps offended us in some particular point, although no offence was in reality intended. In this instance, we will give Capt. Ross the credit, to suppose, that he was not so grossly ignorant of the management of the ship, as not to see that the advice of Commander Ross, was at once proper and judicious; but he was determined to verify the Latin adage, "*Video meliora, sed proboque sequor*," which may be anglicised, I saw that it was proper to go to leeward of the berg, but I was determined to go wrong, and went to the windward of it.

The consequences, however, of this *accident*, were of the most serious aspect; the ship was for a time unmanageable, and in a situation, that had the wind come on to blow with violence from the northward, the sailors would then in reality have been obliged to exclaim, "Good bye, Victory." During the whole of the night, the carpenters were employed in repairing the rudder, and as it could only be performed by lantern light the task proceeded slowly and insecurely; independently, however, of this untoward event, the ship was lying all the while with her fore foot on the rocks, in the most imminent danger of having her bottom injured, or of falling on her broadside. In order to provide against the latter calamity, a hawser was got out to the westward—it was a matter almost of life or death—the very existence of the Victory depended upon this moment—it was either England, or a miserable residence perhaps for an unlimited time, in a country of desolation and wretchedness—it depended on the strength and goodness of the hawser—the

strain was tremendous—the men were hanging on their handspikes—another haul of the capstern, and perhaps all was safe.—It was a moment of breathless expectation—Yo ho!—my lads, exclaimed Commander Ross—Yo ho! echoed the seaman—off she goes! cried Commander Ross.—Helm-a-lee, cried Capt. Ross.—Steady, my lads, cried Commander Ross—she is right.—The Victory floated into deep water—she was hauled in shore to the westward, and remained in that position during the whole of the night.

The morning of the 29th, broke with strong breezes from west by south, all hands were turned out as early as 3 o'clock in the morning, and the first part of their duty, was to ship the rudder. The boat was hoisted up, and the vessel was once more under way. The dingey was got on board, and the ship stretched gallantly across the bay, towards the north point. At 5 P. M. the breezes freshened, by which, the jib was split, and the mizen lug boom carried away; a new jib was immediately bent, the ship working hard to windward. Capt. Ross now made a trial of his lee boards, but their utility was nearly on a par with the steam engine. At 7, set the gaff top-sail and fore-top-gallant-sail, some heavy squalls coming on, with the wind veering to the northward; thick weather accompanied with snow. They now entered a small bay clear of ice; the ship was hauled to the wind, and put about while in stays; the wind, however, baffled her from westering, but still having head-way, she ran so close to the shore, that according to the phraseology of the sailors, they could spit their quids on the rocks.

The jib at last took the right way, and as the ship came round, she caught with her heel upon the rocks, so close to land, that it was very easy to step from the stern on shore. At 11, they backed again, and stood over to the south-west shore; the boat was sent away with a forty fathom line, and it was made fast on shore; they hove on it, but it slipped off, the ship having at that time shortened sail. The lead was heaved overboard, and found twenty-three fathoms water; the anchor was let go, and another line run out, to which the ship was made fast. In the afternoon, Commander Ross surveyed the bay, and on his return,

the ship was got to the head of it. The wind N. N. E. with snow; the ice running to the southward.

Commander Ross gave the name of VICTORY HARBOUR to the bay. About two miles and a half to the north-east of this harbour, there is a passage round the point, through which runs a very strong tide. The Victory ran up this passage, as she came up the inlet in 1829; it is very narrow, and on the island, which forms the passage, there was, what one of the seamen, who was a native "of the first gem of the sea," denominated, a very large *gull rookery*. It was, however, a very rare circumstance to find this passage clear of ice; for generally, in consequence of the tide running so rapidly, the floe pieces get athwart, both with the ebb and the flow. It was the general custom for one of the crew to be sent over the land, for the purpose of ascertaining the state of the ice to the northward; the sea in that direction being a great distance, and the travelling bad, it being over very high hills, and the surface of so rocky a nature, that the men did not call it walking, but scrambling. The difficulty of walking was so great, that it generally occupied a man three hours to go over the hills to arrive at the sea on the other side. In general, there was a great extent of clear water to be seen to the north; but it was found impossible for the Victory to get to it, owing to the bay, in which she then lay, being so full of ice.

On the 30th, Commander Ross, and a boat's crew, went to the passage, to see if it were clear of ice; and, on his return, he reported, that it was blocked up, the ice running to the northward. On the evening of the same day, he made another survey, and found the ice much more open; some hope was therefore entertained, that their present harbour was not intended to be their winter one.

On the 31st, the hands were employed in mooring the ship. Capt. Ross and his nephew went on shore, to take some observations; the former having expressed his determination to make a personal examination of the ice: for he seemed on a sudden to be endowed with that kind of resolution, which is often taken for courage; but which is, in reality, the effect of

feeling of desperation, which takes possession of a man when he finds himself in a dilemma, from which there appears scarcely any hope of extrication. It may happen that success sometimes attends the individual under those circumstances, and then he has the meed awarded to him of discretion and of talent; whereas he has been merely acting upon the *coute qui coute*, neck-or-nothing system, and, like the desperate gamester, trusting his all to the hazard of a single throw.

The two officers returned at half-past eight in the evening, neither of them very well satisfied with their excursion; for some very unpleasant suspicions could not fail to rise in the breast of Capt. Ross, that the expedition, as far as the discovery of the North West Passage was concerned, was drawing fast to a close.

Commander Ross, however, with that perseverance and undaunted spirit, which characterized him during the whole of the voyage, and which rendered him so justly a favorite with the whole of the crew, was not perfectly satisfied with the result of the observations, which he had made during his excursion with his uncle; and, therefore, after stopping a short time on board, for the purpose of taking some refreshment, he set off with a boat's crew to examine the state of the ice at the entrance of the bay. To his great mortification, he found it completely blocked up, and no signs exhibiting themselves of an immediate change. Two seals were shot this day, one by Capt. Ross, and the other by Abernethy. Towards evening, to the great satisfaction of the crew, the wind came on to blow hard from the S.W., and before the night closed, it blew a gale direct from the south. This was the very wind, for which they had earnestly prayed, as being the most favorable for driving the ice out of the bay, and removing the blockade at the entrance, so as to enable them to get out.

On the morning of the 1st September, the wind continued to blow strong from the south and south-west: the crew considered that their return to England, depended upon the continuance of this wind, and it was, therefore, with the most anxious feelings, that they watched even the slightest change of it, dreading the

least variation of the vane, as if their existence depended upon it. The consequences were well known to all the men, if they should be obliged to winter in their present harbour; for no other fate then awaited them, than to travel to Fury Beach the following spring, with the distressing uncertainty upon their minds, whether they should find the stores as they had left them; as on board the Victory, the stock of provisions was barely sufficient to last till the following May, supposing the men to be on full allowance. It was, however, foreseen by the men, that if they wintered in their present harbour, some diminution would take place in their allowance, with the view of husbanding a sufficiency, to enable them to travel to Fury Beach in the spring. It must, however, have been rather a severe trial for the feelings of the men, to know that the officers were on full allowance, even to actual luxuries, when they were stinted in almost every individual article.

It is a trite truism, that the fate of individuals, and even sometimes of empires, depends upon a trifle; and having no right to question the veracity of the following statement, it may with justice be said, that the fate of the Victory was sealed by the unpardonable obstinacy of one individual. During the time that the Victory was in Victory Harbour, a watch was kept night and day, for the purpose of keeping a look-out for the ice, the thermometer, and other minutiae belonging to the ship. In consequence of the wind blowing from the south-west, it was the opinion of all on board, that the ice would make a move; and so anxious was Mr. Light for this event, that he could scarcely get a wink of sleep, but turned out of his hammock, every hour, to ascertain the state of the ice. At 3 o'clock, in the morning of the 1st September, Mr. Light went on deck, and was rejoiced to see the bay clear of ice: nor was there any to be seen in an easterly direction, for the distance of two or three miles. Richard Wall at that time had the watch, and Light used every argument to persuade Wall to inform either Capt. Ross or Commander Ross of the circumstance. The refusal of Wall to convey to either of the officers, a piece of information of such vast importance, was certainly a gross

dereliction of his duty; but, on the other hand, we cannot wholly exonerate Mr. Light in the business, for, instead of turning into his hammock, on receiving the obstinate refusal of Wall, would it have been a breach of discipline on his part, if, in a matter, on which, perhaps, the very success of the expedition depended, and also the existence itself of the whole of the crew, he had hastened to convey the information of what he had observed, to either of the commanding officers? We, however, confess, that we are perhaps arguing in the dark, not being fully cognizant of the relative situation, in which Light and Wall stood towards each other: and whether the former would not in reality have laid himself open to a severe reprimand, in interfering in a part of the duty of the ship, which did not in any way belong to him. The golden opportunity was, however, lost, for, before five o'clock, the ice came running into the bay at a rapid rate. The starboard bower anchor was let go, and all hands were turned out to secure the ship, which was accomplished, contrary to the expectations of the major part of the crew.

On the 2d, the bay was full of ice. In the offing, the ice appeared, accordingly as the tide flowed or ebbed, north or south. At four o'clock P. M. the bay was clear of ice, the wind blowing fresh from the north to north-west. The carpenter was employed in caulking the whale boat; the remainder of the crew were picking oakum.

At 3 o'clock, in the morning of the 3rd, all hands were turned out to heave the ship over to the north, as where she then lay, her keel at times touched the ground. At six o'clock, Commander Ross went, with a boat's crew, to examine the state of the ice in the passage; and, on his return in about two hours, reported, that it was pretty clear of ice, but the wind was dead against them. Towards evening, it blew a tremendous gale from the north, on which the yards were pointed to the north. A heavy fall of snow ensued, which came driving with the wind, with such violence, that it was impossible for the crew to stand up against it. The ice also, impelled by the wind, drifted rapidly to the southward, accompanied with a roar, which,

at midnight, was calculated to instil the feeling of terror and of awe into the stoutest heart.

The 4th, being Sunday, the duty of the day was performed as usual, after which, Commander Ross and Mr. Mc'Diarmid went over the hills for a walk, and returned at half past six, with a hare and seven grouse. Having the telescope with them, they were able to distinguish the ice far to the northward, densely packed, and close in shore; and it was similarly situated about the harbour. The day closed with a heavy fall of snow, and strong gales from the N.W. by W. These gales continued until noon on the following day, when the weather became more moderate, but the wind still hanging to the northward, which, as concerned the Victory in getting out of the bay, was the most adverse quarter from which it could blow. A tide pole was set, and at high water the rise was found to be six feet.

On the 6th, very heavy ice was setting fast into the bay; on which every hand was turned out to secure the ship. With great difficulty, she was got into the middle of the harbour, where she received the heaviest nip that had befallen her, during the whole of the voyage. So great was the pressure, that she careened nearly keel out, and never righted for several hours, during which it was apprehended, every moment, that she would fall on her beam ends. After the most strenuous exertion, the ice being partially cleared away, she righted; and with the least possible delay, was got to the head of the bay, and moored to the rocks, and to a berg. The rudder was now unshipped, and every precaution taken, to prevent the recurrence of a similar disaster, on which perhaps the fate of the vessel depended.

There was now scarcely a night, that the men turned into the hammocks, that they did not expect to be roused from the sleep; and in their hearts they vented their imprecations against the individual, by whose want of skill and good management the ship was driven into her present position; nor did the fear of the men turn out to be wholly groundless, in regard to the provisions, which were served out to them; in fact, some part

their food was more fit for the aged and decrepit members of a workhouse, than for a set of men, whose strength was brought to the severest trials, and which required to be supported by every means, which the most nutritious aliment could produce. The convicts on board the hulks, are, in a certain degree, better fed than were the crew of the Victory, and at a time, when there was in reality, no scarcity of provisions. The breakfast of the crew throughout the winter, was as follows, their bread was served out to them once a week, which consisted of two loaves, the weight of which was about 7lbs, these loaves were cut into 21 pieces, allowing three meals a day; so that for breakfast, each man had only 5 ounces of bread, and rather better than a pint of cocoa without sugar; and this meagre slipslop allowance was thought sufficient to support the strength of the crew, who were hourly exposed to the most arduous labor, and to a continual fatigue, which it was scarcely possible for the human frame to support, even under the most stimulating and strengthening aliment.

The breakfast in the cabin was rather of a different character. The officers had also, cocoa for breakfast, but no restriction was placed as to the quantity of the sugar, for the consumption of that article, for four days, was on an average nine pounds. The cocoa was, however, not boiled nor steamed with that, which was to be served out to the ship's company; for a pint of the cabin cocoa would make a quart, in regard to strength, compared to the company's. They had, also, for breakfast, either preserved meats, or salt pork or beef; but throughout the winter 1831, the cabin breakfast fare consisted of dried salmon, which, with a tierce of salted salmon, lasted nearly the whole of the winter; and one of the dried or salted salmon was worth seven of those, that were pickled, and packed in casks, the water part of which, were quite rotten; but if perchance, now then, a good one was to be found, it was immediately desired for the table of the cabin; independently of which, there was no restriction placed upon the officers, in regard to their allowance of bread, the supply being always adequate to their wants.

The same difference existed in regard to the dinners: that of the crew, consisting of a small quantity of barley soup, with the portion of bread of five ounces, formerly alluded to, and a piece of salt pork or beef, or preserved meat, according as the day came, appointed for each kind of meat. On those days, however, when fish was served out to the men, they had no meat at all, on which account, they frequently complained, that they were as hungry after their dinner, as they were before it. The following is the manner, in which the barley broth was made; and some idea may then be formed of the degree of nutrition, which it contained; at all events, a correct judgment may be arrived at, whether it were sufficient to keep up the strength of the men, without some other additional nutriment. Three pints of barley were put into a copper, full of snow, and as the snow melted, a further supply was put in, until a sufficiency of water was obtained. On the water coming to a boil, a piece of salt beef or pork, about the weight of four pounds, was put into it, and then it was allowed to boil for three or four hours; or, until the dinner hour of the crew, which was 12 o'clock. It was then served out to every man, in an equal proportion, almost a grain of barley, and this meagre, stinted fare, was for seventeen men!! Their supper consisted of about a pint of cocoa with the aforesaid portion of bread. In several instances, the men have been known to eat their weekly portion of bread in two days; for when the bread was served out, it was generally new, and the men, to use the phrase in the manuscript before me, did not then know when to knock off. On the other hand, some of them were so desirous to husband their scanty allowance through the week, that they frequently exposed their loaf to frost, in order that it might get so hard, that it could only be cut with the hand-saw.

Before entering into any comments on this truly culpable conduct of Capt. Ross towards his men, from whom he expected the strength of a Hercules, and the power of a Vulcan, it may be curious to see the opposite side of the picture, in which, he himself forms the most prominent character, seated at the head of his table in the cabin, and casting

gastronomic eye upon the savoury dishes, as they were placed before him, by the steward. The first course consisted of a salmon, fried and boiled; shrimp sauce was not much relished at the table, as it gave rise to some unpleasant associations connected with the flesh of the heads of *Illictu* and the bear, on which the shrimps were still feeding at no great distance from them; the fish having disappeared, with the exception of its ossified parts, which generally formed one of the perquisites of old Tom; the Scotch question was generally put, by Capt. Ross, of "what is Latin for goose?" The answer is always supposed to be, a glass of the best Farintosh; but in default of that inspiring beverage, an excellent substitute was found in a dram of "my friend Booth's best cordial."

The first course being concluded, a salubrious pause ensued, and whilst yet the pungent flavour of the juniper, hung upon the palate of the officers, the steward entered, bearing before him a tureen of hare soup, or in default of the carcass of that animal being on board, the soup was made of pease, of barley or vegetables. The barley soup, being in comparison to that served out to the crew, as a basin of arrow root, or tapioca, to one of water-cress or nettle broth. After the soup had been properly amalgamated with the salmon, in the intestinal receptacles of Capt. Ross, another pause took place, preparatory to the introduction of a still more substantial dish, which was generally a pie, made of preserved meats, with beef or pork, and preserved vegetables. Not with greater delight could Capt. Ross make an incision into his favourite national compound of liver, lights, garlic, and oatmeal, yelep'd a haggis; and immortalized by Burns, by the title of the chieftain of the pudding race," than he evinced, when making the first angular cut into the crust of the savoury pie. The steam, which thence issued to regale his odorant, was to him more delightful, than even the steam, which issued from the funnel of his engine; and brilliant and bright was the fire of his eyes, when, on lifting the farinaceous covering, the internal contents met upon his vision, swimming in their highly seasoned medium of Gamble's *piquante* gravy. Not yet, however, was the feast complete, but as a solid superficial covering to the whole,

appeared, a baked plum pudding, in which, the fruit abounded in the ratio of 10 to 1, when compared to the pudding, which on certain holidays was made for the men, in which the fruit appeared to be on such bad terms with each other, that, so far from courting each other's company, they seemed resolved to shew themselves at the utmost possible distance from each other; or they might be compared to the visits of the angels to this world, very few and far between.

Even the murkiest night has now and then a star to break the obscurity; and there are few minds, however dull and stupid, which do not now and then exhibit a scintillation of intellectual power. The most grave and saturnine character can at times put on a smile, and a flash of wit may at some particular period, irradiate even the mind of the dull and posing mathematician. From these abstract truths it ceases therefore to be a matter of wonder, that a pun or a jest, or a stroke of humour now and then shot forth from the grave and gloomy mind of Capt. Ross; and at no period was that phenomenon more likely to occur, than after he had satisfied the cravings of his appetite, by a proportionate admixture of salmon, soup, pie and pudding. It is true, that Johnson has declared, that his mental faculties were never more obtuse than after a good dinner; but *non magne componere parva*, which means that the man is a simpleton who compares great things with small, or in other words, Johnson with Capt. Ross; and therefore whatever might have been the case with Johnson, it certainly was not similarly constituted with Capt. Ross. *Exempli gratia*. Capt. Ross had just extracted from the slice of pudding on his plate, one of the largest of the raisins, when turning to Mr. McDiarmid, with an air of great self-satisfaction, holding the raisin between his dexter finger and his thumb, he inquired, "Whom do you think that now resemble?" The question was a poser to the doctor, he knew that there were many things in animate life, whom his worthy captain resembled; but he remembered the adage, that "Truth was not to be told at all times:" at all events, he did not follow the example of the sycophant in Hamlet, and declare, that he was very like a whale, although in one particular the resemblance

blance might have held good. Not more anxiously could that paragon of bigoted stupidity and intellectual dulness, the duke of Gloucester, await the answer to one of his sapient conundrums from his toad-eater, than the commander of the Victory looked to Mr. Mc'Diarmid for his answer. To the son of Esculapius the solution of the problem of the quadrature of the circle would perhaps have been an easier task—"Do you give it up?" exclaimed the captain. "I could compare you, with great propriety," said Mr. Mc'Diarmid, "to some of the great men of antiquity, and even of modern times; but I fear I should shock your well-known sense of modesty." "Pooh!" exclaimed Capt. Ross, "you need not go so far back as Alexander or Confucius, for my resemblance: my name is Jack, is it not?" "Certainly," replied Mr. Mc'Diarmid. "Then," said Capt. Ross, "the resemblance is two-fold—for do I not at this moment resemble little Jack Horner? did he not put in his thumb, and pull out a plum--and have I not done the same?" Capt. Ross burst into a loud laugh, and so did the remainder of the officers—but, in the laugh of the two parties, there was both a resemblance and a difference: the captain laughed at himself, and the officers laughed at him; the former laughed at his own wit, the latter at his foolishness. The poet laureat of the Victory did not allow this circumstance to escape him, for, on turning to his album, we find the following written on the 7th of September, 1831:—

The great Capt. Ross,
Both haughty and cross,
Was eating his pudding and pie,
He put in his thumb,
And pulled out a plum,
And said what a great fool am I.

We may perhaps have given to this anecdote a higher degree of embellishment than its merits deserve; but as the scene actually took place in the cabin of the Victory, it may stand as illustrative of

The feast of reason and the flow of soul,

which rendered the cabin banquets so delightful and amusing

From this erratic trip into the regions of Fancy, we turn to the more beaten path of sober reality, in which, truth must be our guide; and where, if we do at times venture to stray,

From grave to gay, from lively to severe,

we are drawn back by the genius of History, to a more strict and rigid performance of our duty.

The dinner in the cabin of the Victory is nearly closed; and, with the unnecessary adjunct of a Stilton cheese, the appetite of all may be said to be appeased. Seldom, however, was the table without some game, animal or feathered; for although the men were certainly, in the majority of cases, allowed to keep the game they killed, yet it was very seldom that they could obtain permission to leave the ship, to shoot on their own account; and when the leave was obtained, it was generally on a Sunday, a day on which Capt. Parry would not allow a gun to be fired. Some of the best shots, particularly Abernethy and Wall, were frequently sent on a shooting expedition, but the produce was destined for the table of the cabin; although it is not to be supposed, that they produced to Capt. Ross all the game they killed. In one instance, Wall shot at one fire three geese out of four: two of them certainly found their way to the captain's table, but one of them was privately cooked for one of the messes; although it was found necessary to have it dressed on the same day and hour as Capt. Ross' goose, from a fear that the smell of the bird, whilst baking, would betray to him, that the men had at times other fare to live upon than barley broth and cocoa.

The distinction in the quality of the daily beverage between the men and the officers, was also not less striking. Snow, melted into water, is not at any time considered as conducive to health: it was, however, for a considerable period, the only drink, which the crew of the Victory could enjoy; whilst the officers in the cabin regaled themselves with wine twice a week, and the intervening days with snow water also—but then it was deprived of its injurious effects, by a proportionate quantity of the product of the Whitechapel distillery.

Perhaps all further comments are superfluous on this truly impolitic conduct on the part of Capt. Ross, which, was in itself one of the causes, which alienated from him the good will and esteem of his men, and rendered them actually incapable of performing the duties of the ship, with that energy and despatch, which, in some cases, was so essentially necessary. No doubt can be entertained, that it became the commander of a ship, and particularly of one, under the trying circumstances, in which the *Victory* was placed, to husband his resources, with the utmost spirit of economy; but, on the other hand, considering the desperate situation in which Capt. Ross found himself; surrounded by the gloomy prospect of passing another dreadful winter amongst the ice, with the terrible certainty attached to it, that on the approach of the milder season, he would have to abandon his ship,

With the world before him, where to choose
His place of rest, and Providence his guide ;

ought to have been his chief study, to have supported the spirits of his men by every means in his power, and not to have allowed them to droop from causes, which he could so easily have remedied. The fare of a felon, in an English prison, was in every respects superior to that, which fell to the lot of the crew of the *Victory*; and if it had not been for the system of juggling, as the sailors termed it, of a certain portion of the men and other animals, particularly some parts of the musk oxen, that were killed, it is a question, whether the strength of the men, would have been so maintained, as to have enabled them to perform the common duties of the ship. Neither complaint nor remonstrance appeared to have any effect upon the disposition of Capt. Ross; in vain the men represented to him, that the fish, especially that, which was preserved in vinegar, was not fit for human consumption; at all events, that they could not satisfy their appetite with it, as, before they had partaken of it, it occasioned a nausea, and in some cases a violent vomiting; this mild representation was not met, however,

with that attention, which it deserved; Capt. Ross had chalked out for himself a certain line of conduct, and although future circumstances might tend to convince him, that it was founded on error and prejudice, still it was persevered in, with a most unaccountable apathy, as if self alone were the predominant principle, before which, all other considerations were to be considered as amounting to a null.

Comparisons are said to be odious, but in some cases they are productive of good; for, in many respects, they are the guide to truth, or, at all events, to the better representation of our conduct on certain points, when it was either difficult to draw a positive line of action, or, that the judgment itself was not strong enough to determine the proper distinction between the circumstances, by which that action is to be regulated, and by which the justness or culpability of the act is at once decided. It is true, that many men, from a notion of false pride, disdain to follow in the track of others, as it is supposed that it attaches to them a littleness and insignificance of character, which, in the opinion of the world, are apt to render a man despicable and contemptible. Thus, for instance, Capt. Ross might have considered it as a stain upon his general character, if he had descended to follow the example of Capt. Parry; and certainly the former could not have been ignorant of the manner, in which the latter conducted the expedition, of which he had the command, regard to the particular attention, which he paid to the health and comfort of his men, as well as the extreme liberality, which he always evinced, in seconding any pursuit or plan, by which their happiness could be promoted: nor could Capt. Ross be ignorant that there were several on board the *Victory*, who sailed with Capt. Parry, on almost all his expeditions, therefore it was most natural for them to institute a comparison of the two modes of treatment adopted by their former and their present commander, and the question then becomes no difficult solution, as to which of the two would preponderate on the scale of their estimation.

There is, however, another circumstance, which places the conduct of Capt. Ross, in a still more extraordinary light.

must be admitted, that he had a most disheartening prospect before him, and sufficient almost to harrow up the energies of any man, who is not cast in the mould of a Napoleon, or a Marco Polo. It was evident to all the crew, and consequently it is not to be supposed, that Capt. Ross was the only person on board, who was ill-informed on the subject, that they never should be able to get the ship out of the harbour, in which she then lay; and consequently, that on abandoning the vessel, a great part of the provisions, which were of a bulky nature, must of necessity be left behind. So convinced were the crew of this fact, that in regard to themselves, they knew that they should have to leave all their apparel behind them, and, therefore, in anticipation of that event, they employed themselves in cutting up their clothes, to make out of them the best suit they could for travelling; and so busy were the sailors in this occupation, that their berths might be compared to a tailor's shop, although they had just reason to complain, that a *goose* was seldom to be found in them. Consistently with this principle, Capt. Ross must also have known, that in the manner, in which they would be obliged to travel, he must necessarily leave a great part of his provisions in the ship, and this turned out eventually to be the case. Then, as the abandonment of the ship was reduced almost to a certainty, the niggardly manner, in which the provisions were doled out, which formed a part, that would have to be left behind, appeared to the crew, as an act of perverseness, which they attributed to a characteristic infirmity of the individual, of which unfortunately they were destined to be the victims.

We speak it advisedly, that on the return of the crew to their native country, one of the chief causes of their complaints, was, the treatment which they received, in regard to their food. The country itself, in which they wintered, particularly in the year 1844, was by no means destitute of those birds and animals, in which the sailors, had they been permitted, could have secured for themselves, an ample supply of good and wholesome provisions: grouse and hares, if not in actual abundance, were still so plentiful, that a tolerable sportsman was able to bring home two or three brace of the former, and a couple of

the latter; in fact, in many instances, the officers have brought home four brace of grouse, and a leash of hares; but, although the game laws were not actually introduced into the country, the whole of it was a kind of preserve, in which only a few particular individuals were allowed to sport; and if, now and then, leave were granted to an unqualified person, to sport over the manor, it was under the restriction, that, like the hired game-keeper, the whole of the game, that was killed, was to be brought to the individual, who, as the representative of the monarch, that, by some precious instance of good fortune, had lately had so valuable a territory annexed to his dominions, was, until the will of the said monarch be further known, justly entitled to receive all the produce of the country, no matter where, nor by whom it was obtained.

It was, perhaps, no bad stroke of policy, on the part of Capt. Ross, to impress upon the minds of the poor benighted natives the belief, that the proprietorship of all the seals and walrus was vested in him, and that they were so far under his controul that not one of them could be killed, unless his will ordained it. Acting under this false impression, the natives sometime brought a seal to the ship, as if it were nothing more, than delivering up the property to the rightful owner; and by those means, a regular supply of food was obtained for the dogs, without which, it would have been difficult to keep them alive, or to maintain them in such a condition, as to enable them to draw the sledges. This very circumstance was, however, frequently seized upon by the crew, as the basis of the comparison between themselves and the brutes: for if it could not be expected of the latter, that they could perform the labor imposed upon them, if not properly fed, how much less could it be expected of them, if they were fed on such weak insipid food, as cocoa and barley broth, the nutrition of which, particularly the latter, consisted in the insignificant quantity of gluten, which could be extracted from three pints of barley, and the juice which could be drawn by decoction, from 3 or 4 pounds of salted beef or pork. There is, however, always a great uncertainty existing as to the time, when the consequences of human

actions begin to display themselves; and many there are, who falsely flatter themselves, that because those consequences do not immediately show themselves, they stand for ever exempt from them. Thus, Capt. Ross saw not any particular consequences resulting immediately from the system of diet, to which his men were restricted, but a short time will perhaps show him, that his calculations were built on false principles, and his conduct, the result of a weak and partial judgment.

It was nearly dark, on the evening of the 7th September, that a party of Esquimaux, belonging to the family of *Tuluach*, came to the ship, complaining much of the want of provisions, which appeared rather strange to the officers, when it was well known to them, that their stow-holes were full of fish, and perhaps better filled, than ever they experienced before, on account of the great number of fish, that had been given to them, on the different fishing parties, which the men belonging to the *Victory* could not bring away with them. It appeared, however, from the statement of these people, that each season has its appointed kind of food, in the same manner, as distinguishes more favored countries. In the summer, they generally resort to their stow-holes, when their principal diet is fish, as the seals have then migrated to other quarters; about the month of September, however, the seals begin to make their appearance, but as yet, very few had been seen. Three or four had been shot by the officers, and by some of the crew, particularly *Abernethy*; and this circumstance had come to the knowledge of the natives. At their previous visit, they now presented themselves before the great *Angekok* to pray his interference with the seals, to force them to appear in greater numbers. They had applied to their *Angekok*, and he had accordingly, paid a visit to the spirit, who, in the lower regions, holds dominion over the seals, and a terrible conflict, according to the representation of the *Angekok*, taken place between them. In the end, however, the great spirit was obliged to succumb to his superior prowess, and a promise was given, that the seals should be set at liberty. For the reason, however, which they could not exactly divine,

(although they had their suspicions on the subject,) the great spirit had failed in keeping his promise—the seals were still kept from visiting the upper world, and the consequence of which was, that unless the spirit below, could by some means be brought to his senses, and forced to forego his hold upon the seals, the whole of the tribe would be reduced to starvation. Under this pressing exigency, to whom could they apply, with the greater hope of averting so great a calamity, than to the mighty *Angekook* on board “the great house,” as the *Victory* was termed? for they were thoroughly convinced, that he had it in his power, to give the refractory spirit below, such a hearty drubbing, that he would be glad to relinquish his dominion, not only over the seals, but also, over all the other animals, which had thrown themselves under his protection.

When an individual has once succeeded in impressing upon the mind of another, a sense of his superior dignity and importance, it becomes him to be very circumspect in adopting any line of conduct, by which, he might so far commit himself, as to excite a suspicion, that his dignity and importance had, in reality, as much substantiality in them, as the foam on the top of the billow, or the mist on the summit of the mountain. Johanna Southcott succeeded in persuading a set of fools and idiots, that she was pregnant with young Shiloh. Mr. O’Connell has succeeded in convincing the people of Ireland, that he was certainly sent amongst them, by St. Paul, St. Peter, or St. Patrick, to frighten my lords Althorpe and Brougham into fits, with the power, that he possesses over two millions of the “finest potato-fed pisantry” in the world; and Capt. Ross has succeeded in convincing the committee of the House of Commons, that the benefits which science and navigation have derived from his voyage, justly entitle him to £5000 from the public purse. Now it is not to be supposed, that any one of this triumvirate (if regard to the first-mentioned personage, the iricism be allowed) would commit a single action, by which their dupes could be disabused of the opinion, which they had formed, although some certain suspicions will at times intrude themselves upon

notice, that, when the voyage of Captain Ross, as written by himself, makes its appearance, some of the members of the aforesaid committee will look at each other, with a sheepish stare of wonder and astonishment.

Judging from the foregoing cases, we may be warranted in drawing the conclusion, that Capt. Ross would not commit a single action, which could tend to alter the opinion, which the natives had imbibed, touching his supernatural powers, and the consequent controul, which he held over the animals in their submarine residences. He was, however, placed in a very ticklish situation; for, if he proceeded to put his supernatural powers into action, the chances were greatly against him, that one additional seal would come out of its hole, to be run through the body by a spear, or to have a bullet shot through its head, and then his influence, as a mighty *Angekok* was, like Wolsey's greatness, gone for ever. On the other hand, if he did not put his supernatural powers into action, he would appear in the eyes of the natives, as the instrument of their starvation; for, although he might not be the immediate cause, yet if he had it in his power to prevent it, and refused to do it, he was directly an accessory to all the sufferings they might endure, and eventually perhaps to their very death. This is a striking proof of the great danger, which a man runs, in taking upon himself a character, which does not belong to him, or the duties of which he is unable to perform.

If Capt. Ross had confined himself in his official capacity, as the commander of the *Victory*, to the nautical affairs of his ship, and to the great object of his expedition, and left *Angekoking* to those, who were deeper initiated in its mysteries, it amounts almost to a certainty, that he would not have found himself in the strange dilemma, in which he was now placed. It is, however, the characteristic of superior minds, to emancipate themselves from an embarrassment, with a certain tact and readiness, which the ignoble mind can never reach; the dolt will let an opportunity pass, which the individual, whose mind is upon the alert, will greedily seize upon, and which may

ultimately be the means of carrying him through his difficulty, with credit and advantage.

The natives were thoroughly convinced, that the seals were under the dominion of Capt. Ross; on the other hand, Capt. Ross was thoroughly convinced, that the conviction of the natives was decidedly false; nevertheless, it was politic in him, for very cogent reasons, to suffer them to remain in their error, and, therefore, he undertook, that if they would pay a visit to the ship, after a *senik*, he would take care that a seal should be in readiness for them. Fortunately for Capt. Ross, two seals had been brought to the ship, on the preceding day, which were not yet skinned, and, therefore, the fulfilment of his promise did not depend upon the contingency of being able to kill one, indeed, if he had not been swayed by a particular motive, he could have given them the seal at that moment, but the delay was designedly sought for, in order to confirm the natives in their belief of his supernatural powers, and that the acquisition of a seal at any time, depended merely upon his will.

It must not, however, be supposed, that the assumption of the character of the mighty *Angekok*, on the part of Capt. Ross, was intended merely to refer to the dominion over the marine animals; but he found it to be his interest, that the natives should entertain the belief of his supernatural powers, as it was the means of preventing many thefts, which would otherwise have been committed, on the ground that the power was vested in him of discovering the thief, and of forcing him to the restitution of the stolen property, with the immediate infliction of the punishment annexed to the commission of so heinous an offence.

In regard to the feelings, which appeared at this time to predominate in the minds of the officers and the crew, they could only be distinguished by a general exhibition of despondency, and a comparative relaxation in those measures, which had an immediate reference to the object of the expedition. Their actions chiefly related, not so much as by what means they were to proceed on their voyage, but in what manner, and

at what time they would be able to commence their return, which was, in itself, attended with a certainty of suffering and privation, sufficient to appal the stoutest heart, for, that it could be accomplished without the sacrifice of life, was too clear to admit of the slightest doubt. Their hope of salvation from a death of actual hunger, rested on a very uncertain foundation; for, although they had left a quantity of provisions at Fury Beach, sufficient to maintain them for a few months, yet the probability was great, that the stores might have been discovered by the natives, and carried away; or, that if they were still on the beach, it became a question whether they would be found in such a condition, that they could be made any use of, as articles of food. When the stores were discovered on the beach, in 1829, they had been there about four years, it would not be until the summer of 1832, that they would be enabled to reach the beach again; and after an interval of nearly three years, in addition to the previous four years, it could not be expected that the stores could be found in very good condition. There was, however, one circumstance, which inspired them with the hope, that the stores would still be fit for consumption, and that was, that they had on board the Victory, some of the stores, which they had brought from Fury Beach, particularly preserved meats and vegetables, which were nearly in as good condition, as when they were shipped in England; and as it was to be expected, that they would be deeply buried in the snow, from a three years accumulation of it, little doubt then existed, that their condition would be good and wholesome.

It became at last a settled point with the men, that they had reached the extent of their voyage to the westward, and deep and serious were the complaints, which were uttered, for the total want of skill and judgment, which had been evinced in placing the Victory in so perilous and unfavorable a position. In the evening of the 7th September, one of the men went to the top of the nearest hill, and, on his return, he reported that the ice appeared to be setting into the bay, but that to the westward, the sea was clear of ice as far as the eye could reach. It was under these circumstances, that the crew felt the misery

of their situation ; the prospect before them was good and cheering, but the vessel was as firmly bound, as if she had been wedged in with iron. It was suggested by Commander Ross, whether it were not practicable to cut a groove or canal through the ice, sufficiently large to allow of the passage of the ship, and it was generally believed on board, that if the command had been vested in that officer, the experiment would have been tried ; at all events, that some plan would have been put in operation, by which the Victory could have been got into the open sea. The extraordinary and sudden variation of the wind at this time, was also a great impediment to the execution of any scheme, which had for its design the liberation of the ship ; for, if it blew from a favorable quarter in the morning, in the evening it blew from a wholly opposite one, hanging also chiefly to the northward, which, although favourable for clearing the bay of ice, was directly against the sailing of the ship.

It was, however, evident to Commander Ross, that as the situation of the Victory was desperate, some means of the same nature ought to be employed to remedy the evil ; but there was always a counteracting power existing, to render abortive any plans, which he might propose, and to throw those obstacles in the way of their execution, which rendered him at last, in a certain degree, indifferent to their situation, and careless about the adoption of any of the measures, which were at times proposed, for effecting the liberation of the ship. The report of the man, who had been sent on the evening of the 7th, was considered to be so favorable, that Commander Ross determined on the following day, to take a personal survey of the position of the ice, and if the sea to the westward were clear of ice, was his intention to attempt to reach it in a boat, and arrive once at the knowledge of the existence of a western passage, or whether, as it had been hitherto conjectured, they were really entangled amidst a number of bays and islands, which were bounded to the westward by the main land.

Early on the morning of the 8th, Commander Ross, accompanied by Mr. McDiarmid, set out upon their expedition. They had scarcely lost sight of the ship, when turning suddenly round

an eminence, the acclivity of which was so steep, that they could not climb it, to their great surprise they beheld at some distance two of the natives, who appeared to be busily employed in making a hole in the snow, but for what particular purpose they could not conjecture. It was generally believed on board the *Victory*, that the natives had emigrated from that part of the country, they having been last seen on their way from their *toopiks* to *Nichilli*; and, therefore, the cause of their sudden appearance, and in so small a number, as well as in a quarter where there was scarcely any thing to invite them, excited greatly the curiosity of the two officers, and they resolved to watch their motions, as the result might lead them to a further knowledge of some of the habits of these semi-savages, whose general character, as the acquaintance increased, by no means rose in the estimation of those, who had any dealings with them.

The natives were seen to cut out several large slabs of snow, and having penetrated almost to the ground, they were observed to throw something into the hole, and then to place the slabs of snow over it, stamping them down with their feet, and continuing this process, until all the slabs were replaced, after which, having well stamped upon the whole, they left the place, directing their route towards *Nichilli*.

It was a question now between the officers, whether they should hasten after the natives, and ask from them an explanation of their sudden visit to this particular part of the country; whether they should allow them to proceed on their way unmolested, and then examine the place, in which they had hidden either some of their food or their treasures. As to any personal acquaintance with them, there was little to be gained expected from them; and were they to come to the knowledge of their motions having been watched, they might perhaps adopt such measures as to frustrate the discovery of the actual business, on which they had been employed. They, therefore, determined to allow the natives to pursue their course, without intimation of their having been seen: but unluckily, at the same time, a covey of grouse rose at a short distance from Mr.

Mc'Diarmid, who, very properly considering that a brace of grouse would be more acceptable than the knowledge of perhaps some trivial act committed by a brace of Esquimaux, fired his gun, on which the Esquimaux suddenly stopped; but, instead of showing any disposition to form an acquaintance with the strangers, they took to their heels, and ran off with all the expedition, that their cumbersome habiliments would allow them. Having gained some distance, they stopped, apparently for the purpose of watching the motions of the officers, when, on seeing that they were not pursued, they walked on at a slower rate, and were soon out of sight.

Commander Ross, being aware that a deep and low cunning was one of the characteristics of these people, proposed to Mr. Mc'Diarmid, that they should defer visiting the place where the Esquimaux had lately busied themselves, until their return to the ship; for it was not improbable, that the Esquimaux might, from some eminence, be watching their motions; and so strong was their curiosity excited, to become acquainted with the motive of the late mysterious conduct of the natives, that they determined not to commit any action, which, if they were watched, could lead to the suspicion on the part of the natives, that they had been detected in their proceedings.

The two officers therefore proceeded to the place of their destination, which was a high hill to the south-east of the bay where the Victory then lay. From this eminence they had an uninterrupted view to the westward, and also to the northward of Victory Harbour, and particularly of that part of it, through which the ship would have to effect a passage, to enable her to get into the open sea to the westward. Sad and disheartening however was the prospect, which here presented itself, the whole line of the coast was completely blocked up with ice, and at the entrance of the bay, berg seemed to be piled upon berg; as if fate had conspired to place the greatest accumulations of ice in the particular place where they were the least wished for. To add to the gloom and misery, which this prospect held forth, the sea to the westward was completely clear of ice, and the sky of the dark blue colour, which in those latitudes indicates the exist-

ence of open water. The prospect to Commander Ross was one of complete tantalization—he could see at a distance the very object, which he wished to reach, it was, comparatively speaking, almost within his grasp, and yet the impossibility stood manifest before him, that he never could arrive at the enjoyment of it. Deeply in his heart then did he blame the infuriated obstinacy of the individual who, in despite of all advice and remonstrance, and in defiance of the common principles of nautical science, could wilfully throw away every chance of succeeding in the object which he had in view, and exposing those, who were under him, to a series of privations and sufferings, which could scarcely be paralleled in the most disastrous voyages, which are recorded in our maritime annals. With the knowledge of the fact, that the closer a ship is in shore, the greater is the danger of being surrounded, and eventually jammed up with the ice, it appeared most unaccountable to the majority on board, and to no one perhaps more so than to Commander Ross himself, that Capt. Ross should have persisted in keeping the *Victory* some times so close in with the land, that the jib-boom could have touched the rocks, when, by steering a more open course, a great portion of the danger arising from the accumulation of ice on the shore, and particularly of ground ice, would have been wholly avoided.

The result of this excursion of Commander Ross, was, the confirmation, that the *Victory*, unless some most extraordinary circumstances should occur, was doomed to pass another winter amidst a scene of desolation, danger and darkness; it was so evident to him, that all chance of success in the great object of their expedition was thrown away, not to be again recovered, for, on the supposition that on the breaking up of the ice in the ensuing spring, a passage to the westward could be effected, it would not be prudent to attempt it, and thereby run the risk of being blocked up again for another winter, with dearth of fuel, and dependent, in a great degree, upon the usual success of the sportsmen for their maintenance. To attempt to pass another winter exposed, above all things to a scarcity of fuel, would be tantamount to the death of the whole

of the crew, and under circumstances, at which the human imagination must shudder, and for which scarcely a parallel could be found in history, with the exception of the death of Sir Hugh Willoughby and his crew, on the coast of Spitzbergen.

This melancholy prospect tended in a great measure, to give a wholly different direction to the pursuits, in which the officers, and particularly Commander Ross, had been hitherto engaged. With the knowledge, that in case of the abandonment of the ship, they should have to leave behind them, all the fruits of their scientific labors, it became a matter of indifference to them, whether, as far as regarded the specimens, it was worth the trouble to extend their researches; and the same arguments held good in a philosophical point of view, for it was not known, whether they would be able to take with them any of those documents, which contained the result of their experiments and observations, on the different subjects of natural history, or of the geographical or astronomical phenomena.

It was reflections of this nature, which occupied the mind of Commander Ross on his return to the ship, and he was for a time so lost in thought, that he had forgotten the incident, which engaged their attention with the two natives, and being reminded of it by Mr. Mc'Diarmid, they directed their course to the spot. From the want of proper instruments, it was, however, found impracticable to penetrate to the depth, which the natives had done, and a tremendous snow storm coming on from the northward, the officers declined any further examination on that day, but determined to take the very first opportunity of returning, with proper assistance, to unravel the mystery of the transaction.

The officers arrived at the ship, with eight grouse and a hare; at supper they related to Capt. Ross, their adventure with the Esquimaux, and the latter immediately determined in his own mind, that the natives had stolen something from the ship, and, to prevent detection, had buried it under the snow. The suspicion was perhaps nearly as plausible and well founded, as if the natives had been suspected of burying a whale; but he was convinced was the captain, that he should find some of his own

property interred under the snow, that he determined to be one of the party, in the exhumation of the buried subject, and if his suspicions should turn out to be verified, then to punish the audacious *Tigitokes*, with the utmost weight of his resentment.

The following day was, however, very inauspicious for the disinterment of the stolen property, as the snow came down so heavily, that the cabin was considered a preferable place, to braving the pelting of the elements, for the recovery perhaps of a lump of old iron, or a piece of broken crockery. There was also great truth in the conclusion, which Capt. Ross drew; that if an article, whether it be iron or crockery, be buried under the snow one day, it is very natural to suppose, that it will be found there on the morrow, and, therefore, as Capt. Ross has frequently acknowledged, that he had never attempted the perusal of Young's *Night Thoughts*, in which, with a number of other valuable truths and precepts, it is stated that—

“Procrastination is the thief of time;”

he resolved to wait the cessation of the snow storm, and to postpone that part of his discoveries until a more seasonable period.

If the opinion had been previously impressed on the minds of the crew, that they were indisputably stationed in their winter quarters, it was now reduced to a certainty, by the appearance of young ice in the bay, which in a single night was almost strong enough for the dogs to run over; this was a circumstance which annihilated every hope of a speedy liberation, for, in proportion as the frost increased in intensity, the old ice became more compact, and one time it assumed such a solidity, that the tide ceased to have any influence upon it, or even the highest wind to move it from its station.

On the 9th, the wind changed to the south east, with fine calm weather, it was therefore proposed by Capt. Ross, to take an excursion to the place rendered memorable, in his opinion, by the mysterious conduct of the two Esquimaux, and where he

fully expected to recover some property, which he could recognize as his own, and which had been abstracted from him, by the *tiglitokish* villainy, perhaps of the bigamist, or one of his wives.

Not with greater pomp nor ceremony could the accredited agents set forth, to disembowel the ruins of Herculaneum of their precious contents, than were exhibited on board the *Victory*, on the departure of Capt. Ross and his party, to recover the stolen property. Four men preceded the officers, with spades and pickaxes; a sledge drawn by four dogs, under the guidance of Mr. Light, followed in the rear of the men, for as it was impossible to guess at the extent of the robbery, which had been committed; so it was an act of prudence to provide, that those means should be immediately at hand, that, however great the number of articles purloined might be, they could be instantly conveyed to their original destination. That Capt. Ross closed the procession, as the highest personage amongst it, is so consistent with the general rules of etiquette, as not to require any particular notice. It however happened, twice on the route, that the van guard travelled at too quick a pace, and they were ordered to halt, and to proceed at a slower rate, until he of the rear could overcome the difficulties, which presented themselves at every moment, to impede his progress, without mentioning the several instances of gross treachery on the part of the ice, which, although it presented a solid surface, was in many places of too thin a texture to endure the superincumbency of his frame, the consequence of which was, that a gun of distress was often heard in the rear, when, on the proper attention being paid to it, it was generally discovered that the object firing it, was up to his middle in a pool of water, to drag him from which, was found to be a task of far greater difficulty, than he had even experienced on his introduction into it.

It has been generally the fate of all travellers, with the exception of those engaged in the discovery of the North West Passage, to arrive sooner or later at the place of their destination; even Rubriquis, who went on a journey of discovery, to

establish certain commercial relations with a nation of Tartars, which did not exist upon the earth, fancied that he had succeeded in his enterprise, when he found himself in the middle of China : therefore, notwithstanding all the lets, hinderances, impediments, obstacles and obstructions, which Capt. Ross had to surmount, in his journey to the place, which he had in view, he arrived in safety at last, with no other perceptible difference in him, than about a dozen icicles depending from various parts of his garments ; the existence of which could not be imputed to any other circumstance than his frequent immersion in those pools of water, which a more cautious traveller would have avoided.

The identical spot, where the Esquimaux had been at work, was pointed out, both by Commander Ross and Mr. Mc'Diarmid, and the men were immediately ordered to commence the operation of discovering the stolen property, and to which Capt. Ross declared, that he could establish an indisputable claim. Bending over the hole, as the seamen shovelled out the snow, intense was the suspense of Capt. Ross, his eyes sparkling with the vividness of expectation, as to the nature of the precise object, which the next excavation of the spade would perhaps produce. That the object belonged to him, either *de jure*, *de facto*, or *de natura*, did not, in his opinion, admit of a doubt : most strange and extraordinary were then his feelings, when one of the seamen drew from under the last layer, the body of a child, which had been deposited in its sepulchre of snow—a warmer and a softer resting place, than the purchased earth of a Christian. Determined, however, as Capt. Ross might have previously been to claim the contents of the grave as his own, he now felt it to be an act of the most direct necessity imposed upon him, to disavow, in the most positive manner, that he had any claim upon the object, which was lying in the snow before him, or, that whilst living, it had any claims upon him. Of the latter, he stood exonerated by the unanimous opinion of all present ; and he secretly blamed himself for having sacrificed so much of his valuable time, in the elucidation of a mystery, which, after all, turned out to be nothing more

than the performance of the customary rites, which the natives observe in the interment of their children.

In the attention, which the Esquimaux, belonging to the country in the vicinity of Victory Harbour, pay to the dead, the distinction is most striking as regards the aged and the young. the former seldom have the ceremony of sepulture performed upon them, but they are suffered to rot away in their deserted hut, as if, with their last breath, all ties of kindred, of filial or connubial affection, were to be broken for ever. To the young, however, a little more regard is paid, but it is, generally, the effect of maternal affection. Instances are by no means rare amongst these unenlightened beings, that the son has made use of the bones of his father, for the pointing of his spears and arrows, whilst, with a careless and indifferent look, he has seen his dogs gnawing the flesh from them. A heap of snow is the bed as well as the grave of these outcasts of the human race; and to them it is a matter of indifference, as no light is to dawn upon them in another world, under what circumstances corruption claims its tribute.

Some degree of curiosity was excited amongst the group, as they looked upon the stiffened corse of the infant, to divine the reason of the natives, for bringing the child to so great a distance from their dwellings; and, perhaps, although various conjectures were hazarded, not one was, in reality, the true one. The question, however, which was now agitated, was whether the infant was to be re-interred, or carried to the ship as a subject for the surgical skill of Mr. Mc'Diarmid: to the credit of Capt. Ross be it said, he gave it as his decided opinion that the former course should be adopted, and after a short deliberation, the corse was thrown into its snowy grave. The snow was thrown upon it, with the same hurry and indifference as the callous sexton shovels the consecrated earth upon the christian. Where is the difference? the winds of heaven scatter again the dust of both; but it will be gathered together in a place where the mere form of sepulture, or the substance on which the head reposed, will not be the subject of inquiry.

On the morning of the 10th, the wind blew fresh from

north-west, and the ice stationary. To the great surprise, however, of all on board, the ice, about four o'clock in the afternoon, made a move, as if it were driving out of the bay. Commander Ross and Mr. Mc'Diarmid were, at this time, absent from the ship, on a shooting excursion; and therefore, one of the men was sent in the direction, which they had taken, to apprise them of the move of the ice, and to hasten their return to the ship. Before the return, however, of the shooting party, the ice had become again stationary, and if possible, more densely packed than it was before.

The 11th, was Sunday, but from some cause, that was not explained, no service was performed. The men amused themselves in the afternoon, with skating and sliding on the new ice, whilst the officers went on an excursion, in which they were very successful; as they brought home with them, nine grouse and two hares, one of which weighed 7lbs. 4oz.

It might have been supposed, that the fancy for monument building, must by this time, have nearly expired; on a sudden, however, it appeared to revive, and a party were sent to build one, on the highest hill. It, however, having been found, that snow was rather a perishable material for the construction of a monument, it was resolved, that in the present instance, granite could be substituted for it; Mr. Light, and Mr. Brunton, being architects, to whom the erection was entrusted. By dint of labor, accompanied with some fatigue, they succeeded in piling one lump of granite upon another, and having, to the best of their ability, given their building the form of an obelisk, christened it, the Victory Monument; and we doubt not, that there are many, in after ages, who will puzzle their heads, by equal industry, to discover, who were the founders of the monument on *Yukkee Hill*, as we are now employing ourselves, to discover the hands, that reared the Pyramids of Egypt.

On the 13th, the wind veered round to the south-west, and hope was entertained, that if the wind continued in that direction, the ice would be driven out of the bay, and the Victory set at liberty. Some idea, however, may be formed of the changes, which frequently take place, in the wind, in

those high latitudes, by the different quarters, from which it blew on this day. In the morning, it blew from the north; at 2 P.M. it blew from the south-west; at 4, from the east. and at 5, from the north-north-west, blowing a very heavy gale.

The gales from the N.N.W continued till the 14th, but the crew were sent out on the ice, to clear away the lines and hawsers, that were frozen in the young ice, and then laying them on the ice, so as to be all clear, in case of the ship making a move. The ice-tools were also got in readiness; for it was apprehended that if the ice were not removed from her sides, she might on the first motion receive a nip, similar to that, which she experienced on her first entering the bay, and which placed her in the most imminent danger.

On the 15th, three hands were sent to the hills, to take observations of the state of the ice, and on their return, they reported that it was closely packed, far beyond the mouth of the bay. On their way to the hills, they set the ermine trap, but it was more as a matter of amusement, than from any expectation, that any great profit or advantage could be derived from the skin of so small an animal. The fur, however, being of a very close nature, was worn by the officers round their necks, and a superstitious notion was also attached to it, that he, who wears an ermine's skin, was never known to die of cold.

Some apprehensions were now entertained, that they would be obliged to kill the dogs, from the want of food; no Esquimaux came to the ship, laden with the seal and walrus flesh, nor had any seal been seen for some time, in that part of the country. It was, however, on an excursion, which Abernethy took, on the 16th, that he saw several seals playing about a patch of water, but he could not get within shot of them, on account of the fickle state of the ice. On receiving this information at the ship, the dingey was hauled out to the place, where the seals had been seen, and in a short time, Commander Ross succeeded in killing one of them. Abernethy, or the gamekeeper as he was called, also brought to the ship, two hares and a grouse.

By the 19th, the ice was so thick, that the ship may have

considered as to be totally frozen in. The young ice was $5\frac{1}{2}$ inches thick, and every 24 hours added to its thickness. The only chance now, of escaping out of this bay, was, by cutting a groove across it, in case the ice should take a turn out of it. Some hope indeed was entertained, that this would be the case, as, from a survey, taken from a hill in the immediate vicinity, the ice was seen on the outside, running rapidly to the southward, whilst, at the distance of about two miles from the mouth of the bay, no ice whatever was to be seen. A more unfortunate situation for the ship, perhaps could not have been selected, and every day brought with it, the painful conviction, that had the vessel been under the command of a Parry, a very different prospect would have presented itself, than that, which was now the lot of the crew of the Victory. A striking proof of the truth of the foregoing remarks, was exhibited on the 20th, when the wind, hauling to the south, set the ice to the north, and as the north-east point lay a long way out, it brought up a large floe, which completely blocked up the harbour. Had this unfortunate circumstance not occurred, it was the general opinion, that the ship would have been got out into clear water, for the ice had so completely gone off the shore, that the eye could not see it in any direction. To the seamen, who are at all times prone to superstition, it appeared, that this floe of ice was placed there by some hostile genius, for the sole purpose of preventing the Victory from gaining her liberty. It is, however, an undoubted fact, that to this floe is in a great measure to be ascribed, the circumstance of the Victory being obliged to pass the winter in her present harbour; and it may so be said, that this was the last chance, which ever presented itself, of the vessel making her escape, for, by the beginning of October, the winter set in with such a severe intensity, that hope was abandoned of ever getting the Victory out again, and she was now looked upon as another sacrifice in the search for an object, which, as a geographical problem, it is desirous that it should be solved, but which, as offering any decided advantages in a commercial point of view, is scarcely worthy the pursuit. In fact, the discoveries of Capt. Ross, in his

last voyage, may be considered as rather negative than positive, for he certainly determined where the North West Passage was *not* to be found, but he has thrown very little light as to the quarter where it is to be found.

On this subject, it may not only be curious, but highly interesting, to take a view of the opinions of some very able nautical men, who were summoned before the committee of the House of Commons, particularly of the evidence of Capt. Beaufort, who, although the drift of the questions, that were put to him, was clearly discernible, gave some of his answers in a manner, that the friends of Capt. Ross did not expect, and, which gave them some reason to wish, that he had not been questioned at all. Capt. Beaufort is asked, in the first place, Whether, in his opinion, the expedition undertaken by Capt. Ross, had been productive of any important advantage in matters of geography. To which, he answers, That it has added a short but important link to our knowledge of the geography of the northern extreme of America.

"Has it been productive of any important advantage, with respect to the navigation of the Arctic seas?"—"It has only told us where we cannot go, by shutting up Prince Regent's inlet, but it throws no further light on the navigation of the Arctic seas."

"Do you think the voyage would go far towards determining the geographical curiosity?"—"The most interesting of all the voyages, must have been that, which showed the road in through Lancaster Sound; I think that none of the voyages can come into competition with that, which broke a passage through the west side of Baffin's bay."

"You allude to Capt. Parry's first voyage?"—"I do."

"Do you consider that the closing up of Prince Regent's inlet narrows the range, within which, a North West Passage may be found, within a short compass?"—"It only narrows by one of the openings."

"Does it not narrow the opening to something above 74 degrees north latitude?"—"There are several openings from the end of Lancaster sound; Prince Regent's inlet was one of them by closing that, Capt. Ross has removed one of the probab

means of getting to the westward, but there are three still open, in which success is just as likely as in the other."

"Will you specify their names?"—"One is, going out by the Wellington channel to the north-west, that is, going northward of the chain of islands discovered by Capt. Parry, and approximating the pole; another, proceeding by Melville island, in the same direction, that Capt. Parry previously tried; and the third, would be by getting to the south-west as soon as the vessel has passed the cape, which Capt. Ross supposes to be the northern extreme of America, and then endeavoring to get over to the shore, laid down by Capt. Franklin and Dr. Richardson: all those three are still open to future enterprise."

"Do you consider that the closing the most southerly outlet, closes that, supposed to be the most likely to be practicable?"—"No, *for that is not the route I should have taken, if employed on that service.*"

Notwithstanding this answer, so unfavourable to the judgment of Capt. Ross, the members of the committee appeared most anxious to obtain from Capt. Beaufort, an admission, that Capt. Ross was not in error, when he selected Prince Regent's inlet as the most advisable route, for the discovery of the passage. The members, therefore, shape their questions in the following manner:

"Was the passage by Prince Regent's inlet considered, before this expedition, as one of the most likely?"—"There was always a great difference of opinion upon that subject, amongst those, who pursued the enquiry."

"It was one, which, if the British government had pursued that object of discovery, they might have very probably directed their attention to?"—"It is very likely, *but it would have depended a good deal upon whom they employed*, and what was the prevailing opinion amongst those best informed."

"Was that Capt. Parry's opinion?"—"I really do not recollect; I had not much conversation with him upon that part of the subject."

At the conclusion of this part of the evidence, one of the most sapient of the members enquires, "*If the sea had been*

clear of ice, there would have been a great probability of finding a passage?"—"To which Capt. Beaufort replies, *undoubtedly.*"

The circumstance of discovering a sea clear of ice, in a latitude of 70 north, and longitude 90 west, must have been a phenomenon, which could only have presented itself to the imagination of one of the erudite members of Capt. Ross' committee; at all events, the whole evidence of Capt. Beaufort went to prove, that the quantum of merit to be awarded to Capt. Ross, which was to be an equipoise to the sum of £5000, was very small indeed; in fact, he strips from his brow some of the very laurels, which Capt. Ross had, in his own evidence, so strenuously labored to attach exclusively to himself. We allude particularly to the great advantages, which the whale fisheries are supposed to have derived from the discoveries of Capt. Ross, and which, one of the members estimates at £2,000,000 annually, although we strongly suspect, that the information on that subject, was obtained from Capt. Ross himself. Capt. Beaufort is asked, "To whom do you attribute the discovery of the whale fishery on the west side of Baffin's bay?" The gallant captain must at this moment have been laboring under the greatest stupidity, not to discern the drift of the question; for it was expected, that, considering the object for which the committee were assembled, his complaisance would have carried him so far as to announce, that he considered Capt. Ross as the discoverer, although it must have appeared rather singular to him, that any discovery, which Capt. Ross might have made in the year 1818, should be then brought forward to bolster up his claim for the grant of £5000, for the great talent, which he evinced, and the services, which he had rendered to his country in the year 1830-3. The answer, however, which Capt. Beaufort gave, was directly contrary to the one, that was desired, for he replied, "To the several voyages that had been made there, *but to none in particular.*" It was, however, necessary, that Capt. Ross should be made to have something to do with those discoveries, although, if the members had been guided by any prudence, or if they had been in any degree acquainted with the great extent of the discoveries made by

Capt. Ross in his first voyage, they would have carefully abstained from touching upon them, for fear of breaking their heads against some of the cragged prominences of the Croker mountains. Nothing great, nor grand, however, was ever accomplished without perseverance; and although the individual may be foiled in some of his attempts, it speaks not much for the energy of his character, if he shrink from the further pursuit of his object, on account of a few obstacles, which chance or design may mischievously have thrown in his way. Thus (and we mean it out of the purest spirit of compliment to the member, who undertook this particular part of the examination) it was resolved to put such questions to Capt. Beaufort, from which he could not escape, and to which it was scarcely possible for him to give any other answer, than the one which was wished for. Capt. Beaufort having, in a general way, spoken of the advantages derived to the whale fisheries, by the several voyages, which had been made to the Arctic seas, he was asked, Which of the voyages was first in order?—His answer was considered as a kind of climax, in favor of the suppliant, for having answered, "Capt. Ross' certainly," he bowed and retired.

The man, whose name stands first on the list of bankrupts, certainly enjoys the advantage of priority, if any advantage there be in it; and according to the same process of reasoning, it was highly complimentary to Capt. Ross, and confirmatory of his exclusive claim to £5000, out of the public purse, to know that, though he was acknowledged, by so competent an authority as that of Capt. Beaufort, to stand as the alpha in the list of Arctic navigators, he might nevertheless be the omega in the opinion of those, from whose pockets the £5000 were to be paid—in regard to the extent of his discoveries, or to the possession of those talents, which were requisite for the accomplishment of the object, of which he was in pursuit.

As the value of all voyages is determined by the extent of discoveries, which have been made in relation to commerce and to science, it will prove not only a matter of interest but of importance, to take a general view of the discoveries, that have been made, during the last voyage of Capt. Ross; premising

at the same time, that there is scarcely one of them, which can be attributed to that individual, for the whole of them were accomplished by Commander Ross, without whom, the entire expedition would scarcely have presented a single circumstance worthy of being recorded.

According to his own statement, Capt. Ross commences his discoveries a few days after leaving Fury Beach; when having rounded Cape Gang, and keeping the western shore close on board, he ran down the coast in a S.W. by W. course, until he had passed the latitude of 72° north, in longitude 94° west. A considerable inlet was here found, leading to the westward. The examination of which occupied Commander Ross two days. It was here that the Victory was first seriously obstructed by the ice, the extension of which was sure to take place, from the south cape of the inlet, in a solid mass, round by south and east, to east-north-east. Owing to this circumstance, the shallowness of the water, the rapidity of the tides, the tempestuous weather, the irregularity of the coast, and the numerous inlets and rocks, for which it was remarkable, the progress was no less dangerous than tedious, yet they succeeded in penetrating below the latitude of 70° north, in longitude 92° west, where the land after having carried them as far east as 90° , took a direction decidedly westerly, while the land at the distance of forty miles to the southward, was seen trending east and west.

Here the expedition was arrested by an impenetrable barrier of ice, and the ship was moored in her first winter harbour which was called Felix Harbour; the entire continent to the southward being named "Boothia," as well as the isthmus of the peninsula to the north and the eastern sea. Of the result of this part of the expedition, Capt. Ross considers it to have been conclusive, and highly important to science; in what respect, however, there are not any particulars extant. The mere discovery of a barren tract of land, and of seas, which are covered with ice three-fourths of the year, and to which no direct advantages whatever are attached, cannot be said to be of any value, either in a national sense, or conducive to the promotion of the commerce of the country. There could be

positive objection to the territory being taken possession of, in the name of his Britannic Majesty, as Capt. Ross only followed the example of some former navigators, who have planted the standard of Great Britain on a barren rock, which has never since been visited, by any of the subjects of the said king, and of which, he the said king knows as little, as he does of his newly acquired territory of Boothia Felix. It is also proper that Capt. Ross should not have let the opportunity slip him, of paying a just and well-merited compliment to his munificent patron, Felix Booth Esq. by naming a country after him, which, though in itself the seat of barrenness and desolation, has been named Boothia *Felix*, though perhaps not upon the same principle, as the cognomen of Felix has been attached to a part of Arabia.

It is, however, the opinion of Capt. Ross, that the discovery of the Gulph of Boothia, and the continent and isthmus of Boothia Felix, is an object of the highest importance, and that it forms one of the principal features of his expedition. The principal features of his first voyage, were the discovery of the Croker Mountains, and some large hills, covered with red snow. On the supposition, therefore, that the value of the discoveries of the two voyages, could be reduced to pounds, shillings, and pence, they would stand as follows:—

	£	s.	d.
Croker Mountains - - - -	0	0	0
Hills of Red Snow - - - -	0	0	0
Boothia Felix - - - - -	0	0	0
	£	0	0 0

The chief pleasure of the traveller is in his progress to his place of destination; and therefore greatly is Capt. Ross deserving of commiseration, when, instead of progressing in the discovery of the North West Passage, he was obliged to retrace his steps from Felix Harbour: but it was rather fortunate for him, that the whole extent of this retrograde movement was comprised in the extent of four miles; thereby shewing, that in

the year 1830-1, he was four miles farther from the object, which he had in view, than when he took up his winter quarters in Felix Harbour, in 1829. Felix Booth, esq. having served the office of Sheriff for the city of London, it was highly considerate in Capt. Ross to commemorate the event, by naming his second winter harbour, "Sheriff's Harbour." The extent of the discoveries, from the time of entering Sheriff's Harbour, to the period of quitting it in 1831, consisted in the single one made by Commander Ross, that no passage existed below the 71st degree. It must, however, not be omitted to mention, that Capt. Ross says, "That notwithstanding the severity of the summer, *we* travelled across the country to the west sea, by a chain of lakes, thirty miles north of the isthmus, when Commander Ross succeeded in surveying fifty miles more of the coast leading to the north-west, and tracing the shore to the northward of the position of the ship." By the use of the pronoun *we*, it might be supposed, that Capt. Ross himself, was included in those travelling parties. It is certain that, on some occasions, *we* did accompany the fatigue party from the ship, to a certain distance; but *we* then generally found it convenient to return to the ship, judging very correctly, that a warm berth in *our* cabin, with a comfortable potation of the ex-sheriff's cordial before *us*, was preferable to running the risk of the loss of *our* nose or *our* feet, by the severity of the frost.

In one of the travelling expeditions mentioned by Capt. Ross, his sole purpose was to leave some provisions for Commander Ross, at an appointed place, which being done, he retraced his steps to the ship. On the following day, the weather being propitious, he extended his walk to some distance from the ship when on a sudden he espied a group of Esquimaux evidently coming from the place, where the provisions had been deposited: some of them making the most extraordinary motions and appearing unable to walk in a straight line, stumbling and falling at every step, which, according to the judgment of Capt. Ross, could not proceed from any other cause than the slippery state of the ground. The Esquimaux were accompanied by their children, who seemed to be very satisfactorily employed in the

gratification of their appetite, but whether it was with a slice of seal's flesh, or a steak from the rump of a musk ox, was at that distance impossible to be determined. On coming up to them, however, great was the surprise of Capt. Ross, and still greater his indignation, when he discovered that the food, of which the little urchins were partaking, was nothing less than the biscuits, which had been deposited for the use of Commander Ross: and that the cause of the diagonal motions of the seniors of the group, was not to be ascribed to the slippery state of the ground, but to some copious potations of the rum, which had fallen into their hands, and of which they had taken just a sufficiency to put them in the enjoyment of the great pleasures arising from inebriation. A deep scowl of displeasure came over the countenance of Capt. Ross, to which, however, the natives paid not the least attention. In vain did he brand them with the opprobrious epithets of *Tiglitokes*, they sang and danced; and, to complete the sum of their misconduct, the women appeared determined to *koonig* the irritated captain, as the surest means of allaying the violence of his anger. This, however, in his eyes, was an act of insolence, super-added to their commission of the theft, and the only way, which was left for Capt. Ross, by which he could escape from the importunities of the women, was to turn his back upon them, and regain the ship, with all possible expedition.

On his arrival there, his first step was to despatch a party to the place where the provisions had been deposited, taking with them a fresh supply; and, on their arrival at the place, they found the ground strewn with various articles: the corks had been drawn from every canister, which had been filled with rum, and it was evident, that what the natives could not drink, they had spilt upon the ground. Some attempts had been made to force open the packages, which contained the preserved meats; but it was a matter of surprise to the seamen, to find that the natives had carried so little away with them. It might have been supposed, that an article like a canister, for which they were known to have given a seal, would not have been expected to remain unappropriated; and that even some of the

provisions were in a state, as if the natives did not deem them worthy of their notice. There was, perhaps, in this conduct of the natives, something very nearly akin to the habits of the brute, which, having satiated its appetite, leaves the remainder to putrify on the ground: or perhaps the effects of the spirits had been so overpowering, as to deprive them of all self-possession, and force them to pursue a line of conduct at variance with their usual habits. A European, who has once found his way to the wine cask, generally repeats his visit; and it was, therefore, strongly suspected by the seamen, that were they to deposit the provisions in the same place, the Esquimaux would again discover them, and appropriate them to the same purpose as they had done the former stock. They, therefore, determined to conceal the provisions about a mile further on the route, by which they knew that Commander Ross would return to the ship; but they had scarcely commenced their labors, when that officer and his party hove in sight: and welcome indeed was the supply of provisions to them, for their stock was completely exhausted, nor had they tasted any food for nearly twelve hours.

During the latter part of September, the wind blew from the S.W. to the S.S.W. driving the ice into the bay, as if there were no other place, in which it could accumulate. On the 20th, it came in with such force, as to drive the ship eleven feet nearer the shore. It was, therefore, necessary to moor her afresh; and this was done by taking her chain cables on shore, and giving them a turn round a very large rock, and then backed to an anchor.

The ship was no sooner securely moored, than a man was sent on the hills, to take a survey of the ice. The report was, that it was making off the shore, and that clear water was to be seen as far as the eye could reach: to their great mortification, however, the bay was completely choaked up, and also seaward or south-east of the harbour. Perhaps no situation could be more galling to the crew of a vessel, than that, in which the seamen of the *Victory* were now placed. From the ship to the open sea, the distance was not greater than a few miles at the farthest; beyond which not a piece of ice was to

seen directly in the route, which it was their intention to take. As the seamen termed it, a glorious run was before them, and they bound as fast, as if wedged in with a mass of molten iron.

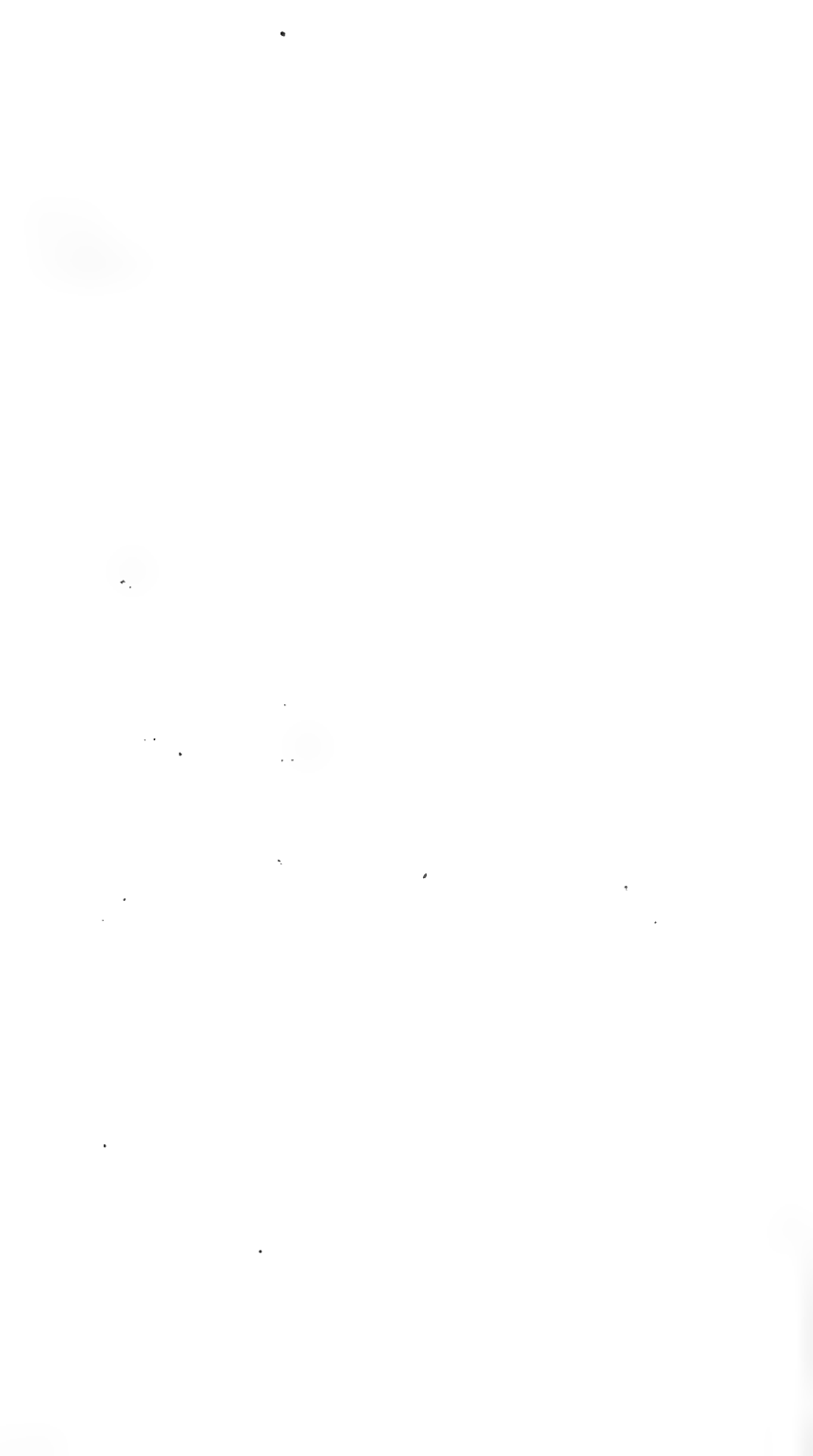
On the 21st, a heavy gale came on from the south by west, and its effects on the ice in the bay, were watched with the most intense anxiety, as being the wind most favorable for driving the ice out of the bay. Two men were sent upon one of the hills, to watch the motion of the ice; it was seen running with great rapidity to the north-east, and all clear along the coast. At the mouth of the bay, however, it was quite stationary, forming a barrier, which it was impossible to break through, and which seemed to be placed there by an adverse fate, to thwart them in their projects.

Early in the morning of the 22nd, the wind veered round to the N.N. W., blowing fresh. The ice began to drive out of the bay, and to the northward. This faint glimpse of hope, however, lasted but for a very short time, and it seemed to the anxious mariners, as if it had been only done in mockery of their expectations. For several hours, one floe after the other disjoined itself from the mass, and with a loud crackling noise, accordingly, as the huge bergs were impelled against each other, was carried along with the stream, forming altogether a grand, and in a certain degree, an exhilarating scene. It is difficult for the human imagination to form an idea of the grandeur of the sudden disruption of an immense body of ice; the gigantic masses coming into collision with each other, with such a destructive force, that no fabric of human art could bear up against it. On several occasions, was the ponderous body of the Victory lifted out of the water, by these floating masses, threatening every moment to throw her upon her beam ends, as if she were no more than a floating cork; in one instance, the compressing power of these masses was so great, that the Victory was so far lifted up, that her keel rested upon the ice, giving her a list to the starboard, that it was expected every moment she would be capsized.

The 22nd was the day, on which the hopes of the crew were

raised to the highest pitch. At 4 o'clock in the morning, to their astonishment and joy, the bay appeared all clear of ice, as if the work had been achieved by the potency of some powerful magician; and that he had literally swept it away by the effect of his incantations. The ice was above a mile and a half off shore, and at 7 o'clock, all hands were turned out to cut a canal through the young ice; impressed with the hope, that the period of their emancipation had arrived. At 10 o'clock, however, they all returned on board, on account of the ice beginning to close in, but at twelve, it again made a move outwards, and the men were enabled to resume their labors. By 3 o'clock, the canal was finished, and all were now on the tip-toe of expectation for the moment when the Victory was to be loosed from her moorings, and to proceed on her voyage. Towards night the ice was setting N. E. with variable winds; but still, if no adverse circumstances took place in the night, the flattering hope was entertained, that it would be possible to tow the ship along the canal, and gain the offing, where there was not the slightest appearance of ice.

Early on the morning of the 23rd, two men were sent over the hills, to survey the state of the ice, and although they reported that it was close packed in shore, yet that it was quite loose in the offing. All hands were immediately put to clearing away the heavy ice from the mouth of the canal, and the whale boat was sent away to examine its state in the offing. It was found, that it was setting south-west; this, indeed, was a severe check to the fulfilment of their hopes, and by 10 o'clock on the following morning, the last blow was given to the emancipation of the Victory—her doom was sealed; for the ice set into the bay, at a most rapid rate, bearing some resemblance to the mascaret or the bore of the Ganges, sweeping every thing before it with an irresistible force, and before midday, the whole of the bay was more densely choaked, than it had ever appeared at any previous period. All hands were now employed in securing the ship, as well as the boats that were on the young ice, and after a considerable degree of labor, the ship was got to the bottom of the canal, and there made fast.





W. Eagle, Pink

COMMISSIONER PLANTING TREES AT THE STATION OF THE GREAT PACIFIC COAST RAILROAD

On the 24th, the ice again made a move, as if it would leave the bay; but now, if the navigation had been clear, the wind was directly adverse to them leaving the harbour, as it blew hard from the north, which, although favorable for clearing it of ice, was contrary to enabling the ship, if out, to clear the north east point of the bay.

The clear water outside, was open until nearly the end of October, but in the bay, the ice was a foot in thickness, and every hope was now abandoned of reaching England again in the Victory. The ship was therefore properly secured, more as a place of residence for the approaching winter, than with any expectation of ever being able to get her to sea again. She was totally unrigged, and every thing, that could be taken, was carried on shore, with the exception of the provisions, which were now reduced to a very small quantity; it being ascertained that there was not a sufficiency for the support of the crew, beyond the ensuing May or June.

We are now arrived at that point, when it becomes necessary to speak of that discovery, to which the greatest importance is attached; namely, the discovery of the true position of the magnetic pole, which, in the words of Capt. Ross, is the crown of all his discoveries, or rather of the discoveries of Commander Ross; for it must be understood, that when speaking of any discovery, that was made during this expedition, it is always implied, that such discovery was made by the latter officer, for we are not aware of a single one having been effected by Capt. Ross himself, although on his return, the fable, of the fly on the coach wheel, was completely verified, and a privilege of royalty assumed, by making use of the first person plural, when speaking of the great achievements, which he accomplished; in which particular he also resembled royalty, in another very striking feature, namely that both of them are decidedly ignorant of the subject matter, to which their authority is attached. Were we inclined to give credence to the different reports circulated, on the return of Capt. Ross, relative to the discovery of the magnetic pole, we should be apt to consider the greater part of the account as wholly fabulous, and that the true position

of the pole is a problem still remaining to be solved. We venture to express this extraordinary opinion upon the circumstance, that if such an important event had actually taken place, as the discovery of the magnetic pole, it would have been a matter of such triumph and exultation, that the whole crew would have been made acquainted with it, as "the chief crown and glory" of the expedition. We have it, however, positively in our power to affirm, that some of the crew had never heard of the discovery of the magnetic pole, until the supposed position of it was pointed out to them, by Commander Ross, in the Panorama of the expedition exhibited in Leicester square. We have had this circumstance corroborated by two of the crew, one of them a petty officer; and therefore it naturally gave rise to some doubts in our mind, whether the discovery of the position of the magnetic pole was ever, in reality, accomplished in this expedition. Considerable information, however, on this important point, was elicited from several individuals, who were examined before the committee of the House of Commons; but it will be seen that the individual, to whom the honor of the discovery belongs, and from whom, in consequence, it was to be supposed that the greater portion of valuable information was to be obtained, was merely asked two or three questions: whilst, on the other hand, such questions were put to Capt. Ross, as were likely to impress upon the minds of the committee, that he himself was the actual discoverer of it.

We have already taken all becoming notice of the discovery of Capt. Ross, that the light of a candle and the buttons of his coat had an effect upon the magnet; and in the course of the inquiry, he is asked—"The position of the magnetic pole has already been determined by previous observation?"—"Yes, by previous observation; by our own observation we had determined we were within a very short distance, where the spot was, from the magnetic pole. By continuing these observations we arrived at the spot."

In explanation of this answer, it must be observed, that it was by an excellent dipping needle, constructed by Jones, that Commander Ross was able to determine the spot, with tolerable

precision; but it was then feared, that the real position of the pole could only be approached by a land journey, which was beyond the limited means of the expedition. These fears were, however, dispelled, by the discovery of the western sea, mentioned in our narrative of the events, which took place in the year 1831. The party, who were first sent on the investigation of this interesting subject, had with them but a very small supply of instruments, and therefore brought back with them only some imperfect indications of the object, of which they were in search; but when it appeared, that another winter must necessarily be passed in those regions, preparations were made for a more accurate survey: and in May 1831, a series of observations determined, as far as the evidence of instruments is conclusive, the place of the magnetic meridian, and the exact position of the magnetic pole.

Capt. Ross, on being asked the exact longitude of the position of the pole, replied,—“That *we* have not yet exactly determined the point of longitude—about $96^{\circ} 47'$.”

Was this answer founded on truth, or was it given to mislead the committee, for the purpose of reserving to himself the full explanation of it, at some future period; or, it might happen, that Commander Ross had not then imparted to his uncle, the exact longitude; for it must have appeared open to the meanest capacity, that if the longitude had not been determined on the spot, it was not probable that it could be determined in England: by the same parity of reasoning, he might have said, that he had not determined the latitude or longitude of *Kooktook*, but that he would determine both in his residence at London.

Capt. Ross was next asked, “Before you reached the position of the magnetic pole, what was the greatest variation of the compass?”—“We were then at a variation of 90 degrees westerly; previously to that, we had been 180 degrees; we passed round it; whichever way we passed it, as we passed round it, the compass turned towards it horizontally; and when we were to the north or south of it, we turned a variation of

180 degrees. When we were east or west, our variation was 90 degrees."

"Did that increase by degrees, or all at once?"—"By degrees, as we proceeded round it; our instruments were constructed for the purpose, delicately hung on hairs. I had one instrument constructed by Dollond, for the express purpose of observing the diurnal variation."

"Although Capt. Parry never arrived at the point of the magnetic pole, is it not the case, that he had ascertained its situation, by experiments, that he had made?"—"Certainly not. Capt. Parry is as much on the one side, as Capt. Franklin was on the other; and it is an extraordinary fact, the mean between the two, comes within a short distance of the actual spot."

"Does Capt. Parry state, in any part of his despatches to the Admiralty, or his book, that he discovered the magnetic pole?"—"No."

"He lays no claim to it?"—"No, he only stated the supposed situation of it, which turned out to be 100 miles erroneous."

"Within what area do you conceive you have reduced the situation of it?—"One mile."

"Will you state to the committee, how near to the actual position of the magnetic pole, in the expedition under your command, you, or any observer attached to that expedition, approached the position, taken by estimate, and not by observation?"—"The position was taken by observation, by Commander Ross, who reported to me, that he had reached the exact spot: this accorded with my own observations at the ship, and at several other places, at a short distance from the position he laid it down."

"Are the committee to understand, that at several different spots, that particular position of the magnetic needle, that dip took place, which authorizes you to assert, such spot or spots to be the true position of the magnetic pole; in other words, did the needle dip perpendicularly at more than one spot, and at more than one what was the distance between any one and any other?"

We have it not in our power to record the name of the erudite member, who put this series of scientific questions to Capt. Ross; but we have great reason to believe, that he found himself in the situation of the worthy brewer of Chiswell-street, on the occasion of the royal visit to his brewery, when the inquisitive monarch put a whole set of questions to him, consecutively, without waiting for an answer to any one; on which, the brewer became so confounded, that he said to himself:—

————— Now may I be curst,
If I know which to answer first.

Capt. Ross, however, acted a more political part, and therefore considered, that it would be wholly satisfactory to the committee, if he answered one of the questions; and therefore he briefly replied, "The needle dips more at the exact spot."

"What was the area?"—I think, within a mile: but all these things are going through a committee; there is a committee of scientific calculation; there is a spherical calculation of scientific people on shore, which will make the necessary allowances for the spherical figure of the earth."

"By whom, and at what time, was the name of our most gracious sovereign William the Fourth, fixed to that particular spot, which you describe as the true position of the magnetic pole.?"

These are plain simple questions; and no doubt whatever can exist, that it was in the power of Capt. Ross to give a clear and explicit answer to them. If the name had been affixed by himself, it amounts almost to a certainty, that he would have imparted the flattering information to the committee; on the same principle, it is not to be supposed that, if he had known, he would have hesitated for a moment, to impart to the committee, the exact time when the name was so affixed, according to the plain tenor of the question, that was put to him. The answer, however, as given by Capt. Ross, had not the slightest connexion with the questions, that were put to him: he answered, "It was named after the Duke of Clarence;

and on the Sunday after my arrival, I received his majesty's permission to change the name to that of King William."

The committee were perfectly satisfied with the answer, although not the slightest information was given to them, of the individual, who affixed the name, nor the time, when the ceremony was performed. On this subject we can only say, that an opportunity was here afforded to Capt. Ross, of doing that justice to a meritorious and highly-talented individual, which he richly deserved from him, and without whose services his expedition would scarcely have one redeeming feature to save it from contempt and oblivion. We hesitate not to affirm, that throughout the whole of the evidence, as brought before the committee, there was a decided disposition to thrust Capt. Ross forward as the grand mover, the *primum mobile* of all the most important transactions, which distinguished the expedition; and keeping the individual in the back ground, to whom the merit of every discovery was due, and who alone was deserving of the favor and gratitude of his country. That the evasive answers, which Capt. Ross gave, in many instances, could not have been satisfactory to the committee, must be admitted by every individual, who has perused the report of the evidence; but not in a single instance, did any member of the committee, on receiving an evasive answer to his question, from which, if correctly answered, some information might have been derived, ever repeat his question, or call upon Capt. Ross to give some further explanation on the subject then under his immediate examination.

As elucidatory of the foregoing remarks, we will take the examination of Capt. Beaufort, hydrographer to the Admiralty, in regard to the discovery of the position of the magnetic pole, and in which the questions are so couched, as if Commander Ross had had no concern whatever in the discovery

"Have you any reason to believe that Capt. Ross discovered or that he approached the temporary position of the magnetic pole, during the last voyage?"—"From what he says, he seems to have been very near it; and his observations very nearly agree with those of Capt. Franklin and Capt. Parry, in the

previous voyages; they all point to about the same place, but he was much nearer to it than his predecessors."

"You consider that he approached much nearer to it, than any of his predecessors?"—"Yes, close to it, I should think."

"Do you mean, that he in person approached nearer to it, or, that he fixed the point with greater accuracy, than his predecessors had done?"—"I mean to say, that either he, or his nephew, or both, from the description they gave of their observations, appear to have been close to it."

It must be borne in mind, that Capt. Ross admits in his evidence that he himself was not within 40 miles of the position of the pole.

The examination continues: Did he fix the situation of the magnetic pole with greater accuracy, than had been previously done by others?"—"I think whoever approached nearest to it may be considered to have the best claim to that honor; but there can be no specific or precise point, within a degree or half a degree: like the point of a needle, its exact position must be involved in doubt, even with the most accurate observation, and can be determined only by observing the direction of the needle, at several different points around it."

"Do you conceive that the phenomena observed by Capt. Ross, with respect to the magnetic pole, are of any advantage to science?"—"Certainly, as confirming the position of the north magnetic pole, and as contributing to our little stock of magnetic knowledge, which Hanstein and others are still assiduously pursuing."

The examination of Mr. Children, one of the Secretaries of the Royal Society, is highly interesting and important, as far as it concerns the great question of the position of the magnetic pole; and in it, he very properly, and with a strict regard to truth, places the laurels on those brows, which are the most deserving of wearing them.

Mr. Children is asked, "Are you of opinion, from what you know of Capt. Ross' discoveries in the last voyage, that the expedition has been productive of important advantages to science?"—"I think it has, by Commander Ross having

clearly ascertained the position of the north magnetic pole; I think that there is a singular coincidence in the spot, which he has determined by experiments, to be the true position of the magnetic pole, and that inferred from philosophical considerations, by Professor Barlow. Professor Barlow published a paper in the last volume of the Philosophical Transactions on magnetic lines of equal variation; at the conclusion of that paper he says, that, to which I will beg the attention of the committee: it will perhaps put in a stronger light the importance of that discovery, than any thing I can say. It is a postscript to Mr. Barlow's paper, on the present situation of the magnetic lines of equal variation. "Since this paper was read, and the globe and chart referred to in this article were drawn, Capt. Ross has returned from his long and adventurous voyage. It will be seen, by a reference to the polar chart, that although I was enabled to lay down the curves of equal variation, to within a few degrees of their point of concurrence, yet they all terminated before arriving at it, for want of sufficient data. These are now supplied, and it is very gratifying to me, as I hope it may be also to Capt. Ross and to Commander James Ross, to find, that the very spot, in which they have found the needle perpendicular, that is, the pole itself, is precisely that point on my globe and chart, in which by supposing all the lines to meet, the several curves would best preserve their unity of character, both separately and conjointly as a system." The importance as it strikes me of their coincidence, is this, it is clearly of very great importance to navigation, to know what the variation of the needle is in every part, and the lines of equal variation which Professor Barlow has laid down, will be of that respect extremely important, if they be true; their coincidence with the actual observations of Commander James Ross, must necessarily give a great confidence in them.

On this part of the evidence of Mr. Children, we may be allowed to say a few words, as it contains a discrepancy with the evidence of Capt. Ross, which called for some minute explanation, but which, it was not thought proper by the committee to enter into. According to the evidence of Mr Children

Professor Barlow was in possession of the knowledge of the exact spot where the magnetic pole is situated; this, is however, more than can be said of Capt. Ross himself, for, on being asked by one of the committee, to state the point where the magnetic pole is, he answers, "That the longitude of it has not yet been determined, but he supposes it to be about $96^{\circ} 47'$." "Now we are borne out in our conjecture, by the information transmitted to us by two individuals, who were with the expedition, that Capt. Ross knew nothing of the position of the magnetic pole until his return to England, when it was communicated to him by Commander Ross; it is certain that the latter officer was not in the least in the habit of imparting to Capt. Ross the result of his scientific discoveries; and we can assert, with the utmost confidence, that Capt. Ross, so far from his being able to state, that he was within forty miles of the magnetic pole, was hardly within a hundred of it.

The only two individuals, who were on the supposed position of the magnetic pole, were Commander Ross, and Blankey, the mate: the distance from the ship being about 132 miles to the westward, as laid down in our chart. The first experiments, made by Commander Ross, to determine the exact position of the magnetic pole, were made in the spring of 1830, during the sojourn of the *Victory* in Felix Harbour: they were continued from Sheriff's Harbour, in 1831, and finally from *Victory* Harbour, in 1832; but, whatever the respective discoveries might have been, it is most certain that they were not communicated to Capt. Ross, from the impression, that existed in the mind of Commander Ross, that whatever discoveries he made, they were exclusively his own; and that he was not under any obligation to communicate them to the commander of the expedition, of whom he considered himself, in regard to his scientific researches, as wholly independent. That this absence of all confidential intercourse between the two officers, must have been highly detrimental to the general design of the expedition, cannot for a moment admit of a doubt. Whatever might have been the physical infirmity of Capt. Ross, so as to disable him from taking those long excursions into the country,

which were necessary for the prosecution of particular scientific pursuits, yet he was by no means incapable of assisting a more able and vigorous individual with his advice and experience, on some points, the investigation of which might be attended with the greatest benefit to the general design of the expedition. But so far from either of them soliciting the assistance of the other, or entering into any active co-operation, by which a particular end might be accomplished, the result of their respective scientific inquiries was as little known to each other, as if they had been declared rivals and competitors for a prize, the success of which depended on the closest secrecy. The conduct of Commander Ross was perhaps regulated by his intention to give to the public, on his return, an accurate description of his scientific discoveries, and therefore any communication of them to another party, might have operated as an injury to his publication; it is therefore most probable that, on the return of the two officers, a coalition took place between them; and that it was thought most advisable for both parties, to form one work, embracing the discoveries and general information of both, than to commit a mutual injury, by a separate and independent publication.

In regard to the secrecy, that was observed touching the discovery of the magnetic pole, it must be allowed, that there is an essential difference in the information, which Commander Ross gave to the committee of the House, and that, which has been transmitted to us by our informants: the former distinctly tells the committee, that having discovered the position of the magnetic pole, he conducted a party to the spot; the latter informs us, that they never heard of the discovery until the spot was actually pointed out to them by Commander Ross himself, in the panorama, which was exhibited in Leicester-square. In the midst of this conflicting testimony, it is most difficult to say, to whom credence is to be given; we cannot attach any corrupt motive to Commander Ross for the evidence, which he gave, nor, on the other hand, can we trace any motive, by which our informants could be actuated in declaring their extreme ignorance of an event, which forms the most important

feature of the expedition, and which alone perhaps will render it memorable in the annals of navigation.

There is, however, another subject connected with the ignorance in which the crew were kept in regard to the discoveries, that were made, which goes a great way to confirm our suspicions, that some of the events of the voyage had a character given to them on the return of Capt. Ross to England, which did not take place according to the statements given by that officer to the committee of the House of Commons. In the official letter, which Capt. Ross, wrote on board the *Isabella* of Hull, in Baffin's Bay to the honourable George Elliot, secretary to the Admiralty, he says, "we have however the consolation that the results of this expedition have been conclusive, and to science highly important: and may be briefly comprehended in the following words; *the discovery of the gulph of Boothia the continent and isthmus of Boothia Felix*, and a vast number of islands, rivers, lakes, &c." In all the voyages, which have come under our perusal, we have generally found a certain ceremony performed on taking possession of a newly discovered country in the name of the reigning sovereign, and certainly it could not be supposed that so valuable an accession to the British dominions, as a few hundred miles of rocks, and sterile ground could have taken place without the necessary forms being gone through, and the event celebrated with that pomp and ceremony befitting so important an occasion. Requiring information on that point from one of our authorities, we were informed "that the country of Boothia commences at Possession Place, which was the first land that Capt. Ross went on shore after sailing above Garry Bay, which point terminates Capt. Garry's furthest discovery up Regent's Inlet; the south point of Garry Bay is about 25 to 30 miles in S. S. W. direction and Possession Place lies about eighteen miles in a S. by W. direction, so on we go till we get up to Felix Harbour, which we verily believe it is all called Boothia, *but as to the name of Boothia, not a man knew such a name was given until we came to England.*"

We have given this part *verbatim*, as it stands in the ma-

manuscript before us; and certainly it must be admitted, that we are warranted in drawing the conclusion, that the last voyage of Capt. Ross has been distinguished by a character, which is wholly foreign to that, which has been impressed upon every previous voyage of discovery, namely, that the crew of the ship should be kept in actual ignorance of the principal discoveries that were made, until their return to their native country. It is perhaps, no irrational conjecture, that some suspicion was lurking in the breast of Capt. Ross, that his crew would have been disposed to laugh at the circumstance of his taking formal possession of a tract of barren ground, of which the bear and fox have held the fee simple from the time they emigrated from Eden, and therefore he took upon himself individually, as the representative of his Britannic majesty, the distinguished office, of annexing so valuable a territory to his dominions, not doubting but his title would be as good and indisputable, as if it had been established in the presence of a host of witnesses.

Capt Ross, according to our authority, stands nearly in the same predicament respecting the magnetic pole, for in the manuscript before us, we read, "the magnetic pole was found by Commander Ross, both in the first spring, and in the second viz. 1830, 1831, but none of us knew anything about it, until we came home; for instance, I knew nothing of it, until I saw Commander Ross at the panorama, when he told me it was about 132 miles to the westward of the ship, which must be inland. *Capt. Ross knows nothing about the magnetic pole.*"

During the progress of this work, we have had the charge brought against us of having wielded the satiric thong too severely upon Capt. Ross, and that actuated by some spirit of partiality, we have withheld from him that merit, which others have been so much disposed to award him. We profess our willingness to appear at any bar, which the most ardent admirers of Capt. Ross may select, and then and there to prove that we have "nothing extenuated, nor set down aught in malice;" but that we have been guided by a determined spirit to expose the facts, as they have been represented to us, and which have reached us from those quarters, where no motive

could possibly exist for a falsification of the principal circumstances of the voyage, and which were collected at the time, without the most distant view of them ever being submitted to the public eye. Let it also be considered, that Capt. Ross was the first to commence hostilities, by advertisements in the newspapers and his circulars, in which he declared to the public, that we were not in possession of any authentic information respecting the expedition; nor that any documents or other vouchers had been furnished us, by any individual, who had accompanied him on the expedition. Sufficient evidence, however, has been adduced to show that the public statement of Capt. Ross had no foundation whatever in truth: and we candidly tell him, that we have waited anxiously for the appearance of his publication, in order that we might contrast his own statement of certain circumstances, with that of which we are in possession, and where the most decided blame was attached to him, by the whole of his crew. The undertaking, it is said, was a noble one: and, therefore, if an error of judgment now and then exhibited itself, it ought not to have been visited by the keen inflictions of satire or of ridicule, but it should have been softened down, on account of the respect, which is due to that character, who, without any selfish motive, could brave the perils of an arctic voyage, and incur the probable loss of his fortune, gained perhaps in the honorable service of his country, from a noble and laudable disposition to advance the interests of science, and the honor of the nation, to which he belongs. Far be it from us, to treat a character of that stamp with indignity or disrespect: but, disposed as we may be, to mete out our applause and approbation to such a character, wherever we may happen to fall in with it, we have still some right to expect that, before a person commences any great undertaking, he should calmly and dispassionately enter into a close examination of his own abilities, and whether he can perform with vigor and accuracy, those duties, which the accomplishment of the great end, which he has in view, must necessarily depend. It is an easy thing for a man to project some great undertaking:—a man may project the connection of the Red Sea with the Mediterranean: another may project the enditing of an epic poem on the glorious benefits of

aristocracy to a nation; and a third may project the discovery of the North West Passage; but the mere project, without the talent to carry it into execution, is a bubble and a bauble; and so far from the projectors gaining the esteem and respect of their cotemporaries, they frequently expose themselves to contempt and ridicule. Dr. Darwin projected the refrigeration of the tropics, by towing, perhaps, the very icebergs, that stood in the way of Capt. Ross' progress, to the vicinity of the equator. Lord Monboddo* projected an improvement in the declining stature of his countrymen, by the importation of a few hundred Patagonians; and we know a certain baronet, who projected a life-boat, in which half of the crew were drowned, the very first time it put to sea. It is not, therefore, the mere project itself, which is deserving of the slightest consideration; and by the same parity of reasoning, we consider, that the individual, who projects an expedition for the discovery of the North West Passage, and attempts to carry it into execution, is only deserving of our respect and approbation, in proportion to the talent and ability, which he displays towards the accomplishment of his design. If, however, it should appear, that he has completely over-rated his abilities—that he was totally incompetent from physical infirmity, to the performance of those duties, which his situation particularly imposed upon him—that he was obliged to be dependent upon the skill and exertions of another for any discoveries, that might be made—that a want of corporeal energy, and an imbecility of judgment manifested themselves on several occasions, when those properties were the most wanted—then are we entitled to withhold the meed of our approbation, and to give to each transaction that depth of colour, which its culpability or its imprudence might deserve. If, however, the expedition of Capt. Ross had been confined to its original character, as a mere matter of private speculation,

* This eccentric, but most learned man, had a great aversion for every one who was of a diminutive stature, entertaining the opinion that every little man was a specimen of the degenerate state of the human race. Being once on a visit in Perthshire, where his lordship was also a guest, a lady and her two sons, the taller far advanced to manhood, but very low in stature, were introduced to him; and during their temporary absence, the mother, in the fulness of maternal affection, said, "Well, my lord, and what think you of my two sons?" "Excellent subjects, madam," was his lordship's reply, "to breed postillions."

we should not have deemed ourselves privileged to have entered into such a minute discussion of the various events of the voyage; nor should we have considered ourselves entitled to treat them with that severity, which has called down upon us the resentment of his admirers.

But although the expedition was originally undertaken entirely as an enterprise of a private character, and the government of the country not called upon to be responsible for any of the liabilities incurred, nor to take any notice of the services of the individuals engaged in it: yet it was no sooner terminated, than the same government paid £4580, to the officers and men, and £5000, to the individual, who had undertaken the expedition on his own risk and responsibility. The total loss of that individual, according to his own statement, was only £3000: the whole of his loss was therefore made good to him, and an additional £2000, as a bonus for his services. Capt. Ross, therefore, appears no longer before the public, in his private character: the public have paid him for his services, and we, as one of that public, possess the right to examine and investigate the merits of those services, for which he has been so handsomely remunerated, and to bestow upon them our approbation, or to denounce them as wholly undeserving of the money, which the public have paid for them. The actions of Capt. Ross, during the last voyage, have become as much public property, as those of Parry were, when he sailed under the immediate sanction, and at the expence of the government of the country, with this difference only, that government agreed to purchase the services of Capt. Parry, before any knowledge could be derived, if they would really prove worthy of the purchase; and the services of Capt. Ross were purchased after the full extent and value of them had been ascertained.

We here take this opportunity of sincerely congratulating the country upon the bargain, which it has made, or which has been made for it, by those eminent and enlightened men, to whom the people have delegated the right of squandering away their money (having so great a superfluity of it) on individuals, who perhaps possess no other claim upon the nation, than that they

have, unfortunately for the country, sprung from the loins of royalty, or on some visionary enthusiast, who may have projected a plan for carrying on the affairs of government by the power of steam.

From this digression, imposed upon us, in a great degree, in self-defence, we return to the narrative.

By the beginning of November, the abandonment of the Victory was reduced to a certainty; the ice in the bay was above a foot in thickness, and the men were for some time employed in keeping the groove open, in case the ice should part, for on the outside of the bay it was all in motion; and far away to the north, a considerable extent of clear water was to be seen. The harbour itself was nearly surrounded with very high land, except at the mouth and the head, where there was a very long lake, and at the further end a high hill. Beyond this hill there was another large lake, and then a tract of land of about a mile in breadth, beyond which, another lake extended itself to about the distance of a mile, and to this lake was given the name of Lake Landon, out of compliment to one of England's sweetest poets, although by her it will not perhaps be deemed a compliment to connect her name with an object so hard and frozen, so cold and cheerless; at all events, it is not very probable that Landon Lake will ever again be visited by an admirer of poetic genius; and on the other hand, it is very probable, that the hydrographers of future times will be sorely puzzled to discover the latitude and longitude in which Lake Landon is to be placed.

A high hill bounds Lake Landon to the southwest, at the base of which is the salt water. The whole distance from the ship in a straight line, being only about three miles, whereas to take a circuitous route of the same land, to the salt water Bay at the head of Lake Landon, would not be less than from twelve to fifteen; in fact, the whole of Prince Regent's Inlet from Felix Harbour to *Awatootook Bay*, is distinguished by some very deep bays, and a very long continuance of low land and at the furthest extremity is studded with islands. It was at the head of *Awatootook Bay*, that it was conjectured

passage might be found, and it was with this expectation that Commander Ross visited it in 1830-1, but the fact was then ascertained, that no passage existed in that part of the inlet.

By the beginning of November, the watering of the ship was completed, she was stripped and unrigged, and all the materials got on shore; the anchors were fixed on shore, and the cables put to them, by which means the chain led to the ship over the ice, a precaution that was necessary, in case she could be got out at any time during the winter. Part of the housing was got over the ship, but it was soon blown away again; it was, however, repaired without loss of time, and by the middle of November it was completed; the decks were covered with snow, the ship banked round and by the beginning of December the vessel may be said to be complete in her winter trim.

As the abandonment of the vessel was determined upon, the further preservation of the live animals on board, became a matter of serious consideration; the number of dogs were indeed reduced to a very small number, as on the last expedition of Commander Ross, to the head of the bay, he had been obliged to shoot several of them as food for the remainder; so greatly attached however was he to a dog named Tookto, that rather than he should be left behind, he carried him part of the way, but he died from the eating of some poison, as was conjectured at the time, but it was subsequently discovered, that his death, as well as that of almost all the dogs on board, was occasioned by licking the pipes belonging to the engine, the poisonous corrosions of which, caused almost their instantaneous death; the number of dogs, whilst the ship was in Victory Harbour, was reduced to two. *Tookanuk* a bitch, and *Aningga* (the Moon) a dog: the former had a litter of pups in Victory Harbour, two of which were kept; but both the old dogs met the same fate as their companions, on which, the puppies were killed, and thus as far as the Victory was concerned, the canine species was extinct.

Dreary and dismal was now the appearance of the ship, and gloomy and dispirited were the inmates of it; every hope was

gone of attaining the great object they had in view, for which they had endured every hardship, and undergone a series of privations, which, perhaps, only the heart of a British sailor could stand up against. No excitement existed to future exertion, and faint indeed was the hope, that they should ever reach their native country again. With the knowledge that the whaling ships scarcely ever entered Lancaster Sound, they had before them the prospect of a long and harassing journey, before they could reach those quarters frequented by the whalers; at the same time, that if the provisions were not still remaining on Fury Beach, a death by actual starvation threatened to be their lot. The Christmas day of 1832 passed off sadly and heavily; the thought of what might be their fate, before another Christmas came round, forced itself upon their minds, in the midst of their forced mirth, and damped those effusions of hilarity, by which, the return of the Christmas season is so generally distinguished. Their imagination carried them to their home and friends, and to those, who were dear to them in their native land, they heard in their fancy the jovial song, the merry laugh, and last of all they heard the toast go round to those, who were "far away on the billow," and whose return had now become a matter of serious and anxious doubt. It is true, that the customary quantity of grog was given to the crew, but it was drunk with that coldness, which comes over the heart, when the hope of better days is banished from it, and all its fine and nobler feelings stifled by the gloomy prospect of an uncertain future. It was, in moments like these, that the cheering inspirations of a bold and undaunted commander, were wanting to uphold the flagging spirits of his crew, and by a cool and energetic mode of action contribute to dispel the fears, which under such circumstances, would naturally at times creep over the minds of his men, and perhaps by degrees instil into them such a disgust for the service, on which they were engaged as perhaps finally to lead to a positive abandonment of the duty, and a subversion of the discipline of the ship. The spirit, that fired the actions of a Cook or a Columbus, in the midst of their disheartening dangers, was here wanting;

master mind that could grapple with the storm, and expose a hardened front to its overwhelming power, was here absent; the spirit of self was predominant, absorbing in itself those great and ennobling feelings, which inspire the gallant heart to be the first in the race of danger, to participate in every risk, and to be the last to give himself up to the mean and sickening influence of despair. The seaman, as he kept his midnight watch, pacing the lonely deck, the silence of desolation around him broken only at intervals by the distant crash of the masses of ice coming into collision with each other—to him, in his solitary moments, came the thought, that ere a few months more were over his head, the noble structure, which had been his habitation for the three preceding years, would be forsaken, and gradually fall to pieces like a wreck in a land unknown. The savage of the country perhaps would come and find the cabins desolate; the dreaded beings, who had ruled over them as some mighty spirits to whom all created life appeared to be subject, had, like the nocturnal coruscations of their gloomy clime, vanished on a sudden, as if some power mightier than themselves had swept them from the earth, in vengeance of their audacity and pride. It has been said, that an English sailor is not a thinking being, that his ideas carry him not higher than his top-gallant yard; nor that his thoughts extend beyond the quarter, to which his magnet points. It is perhaps well for him, that such truth lies in the observation, but we know, that there were some on board the *Victory*, who looked forward to the moment of her abandonment, with regret and grief, as if they were to be called upon to bid farewell to a dear and valued friend. A sailor becomes in time, as attached to his ship, as a husbandman to his house—it has been his home—his place of shelter—the scene perhaps of many a jovial hour, and the place where he has formed his schemes of happiness, when the sails were to be furled on the shores of his native land. It is a proud moment of a sailor's life, when, after having weathered his hundred storms, he drops his anchor in the waters of his fatherland; on the other hand, in the moment of her abandonment on a foreign shore, although, with his apparent characteristic in-

difference, he may wave his hat, and give her three parting cheers—yet there is still a melancholy feeling at the heart; and the eye will keep fixed upon her, until she gradually dwindles away to a point, and the next moment she is lost to the sight for ever.

It was not without some feelings akin to those, which we have been describing, that the sailors of the *Victory* began the operation of making an excavation on land, for the purpose of burying all the iron and other stores belonging to the *Victory*, and the avowed aim of this act was, to prevent the articles from falling into the hands of the natives.

We cannot positively affirm, that Capt. Ross ever read the fable of the dog in the manger: but it appears to our capacity as if his conduct, in this instance, was a striking exemplification of it. The iron and other articles, intended to be buried, would certainly have proved no trifling acquisition to the natives; and as Capt. Ross had rejected them as wholly useless to himself, and, by adopting the plan of burying them, had resigned all further interest in them—where, we are inclined to ask, would have been the loss or the injury to Capt. Ross, if, instead of burying them, he had divided them amongst the natives, and thereby perhaps have conferred a lasting, and it may also be added, the last benefit, which he, or any other European, would perhaps ever have it in their power to confer upon a race of people, with whom it is probable no further communication will be held, for ages and centuries to come. Upon the same principle Capt. Ross buried the stores of the *Victory*, from a fear of their falling into the hands of the natives, why did he not attempt to bury the *Victory* also, or at least to scuttle her, or, in case the water was too shallow for that purpose, to set fire to her? For, to the natives, the nails and timber of the *Victory* would be, by far, a more valuable prize, than all the articles which were destined to be buried, and there to be consumed with rust, unless some Paul Pry of one of the tribes were to pop upon the spot, and drag from the bowels of the earth, their precious contents. It is not to be supposed that the faintest idea was involved in the brain of Capt. Ross, that the *Victory* would

soon revisited by another speculator, in the discovery of the North West Passage, to whom his hoards of buried iron would be found as useful, as the buried stores of the *Fury* had been to himself. The conviction, however, must have been strongly impressed on the mind of Capt. Ross, that, as far as the North West Passage was concerned, his iron and other stores ran a great chance of resting quietly in their grave, until the general conflagration; and therefore it becomes a difficult task to divine his motive, in acting upon such a selfish principle, that because certain articles had been declared by him, to be of no further value to himself, he was determined that they should not be of the slightest value to any other person.

The intention of Capt. Ross was, however, nearly frustrated, by the determination, which the earth evinced not to receive his iron and other marine stores within its bosom. The labor of making the excavation was begun in the beginning of January 1832, and severe indeed did it prove to the men employed on it, in fact, it is described as having been the most trying and painful task, which they had undergone, during the whole of the voyage. Six or seven men, after working at the hole with pickaxes and chisels, for three or four days, could not succeed in getting more gravel out than would fill a bushel measure. In many instances, when the men had left their tools at the hole, on returning to it in the morning, they would find all their tools buried, and the hole filled up with drift snow. At that season of the year, the daylight being of very short duration, the men were frequently obliged to leave off work, and to return to the ship before they had even recovered their tools, or cleared the hole of the snow, which had drifted into it. If this employment had been one of necessity, or of common expediency, the men would perhaps have not raised a murmur being put to it; but when they questioned themselves as to the utility of their daily exposure to an intensity of cold almost equal to any, which had been experienced during the whole of the voyage, for a purpose of neither individual, nor general benefit, they began to consider whether there was not a positive line of demarcation between authority and obedience, and

whether, in those cases, where the bounds of the former were overstepped, they were not authorised to refuse their unlimited adherence to the latter. Some idea may be formed of the extreme cold, to which the men were exposed in this useless task, by the following scale of the weather for the month of January 1832, when it will be seen that the frost was at some periods seventy-nine degrees below the freezing point.

	Lowest	Highest		Lowest	Highest		Lowest	Highest
Jan.	Below	Above	Jan.	Below	Above	Jan.	Below	Above
1	36	26	12	16	12	23	32	28
2	38	25	13	25	12	24	32	21
3	35	22	14	30	25½	25	21	17
4	40	36	15	30	27	26	28	18
5	40	36	16	30½	18	27	25	18
6	47	44	17	15	8	28	26	23
7	46	33½	18	13	8	29	30	22
8	44½	34	19	26	14	30	30	20
9	47	42	20	27	10	31	35	24
10	45	38	21	28	22			
11	38	15	22	36½	27			

Heavy gales from
the N. and N.W.

The men were employed at this excavation, for nearly 10 weeks, when the discovery was at last made by Capt. Ross, that they had been spending their strength and labor in vain: in other words, that he had employed them on an undertaking which was not to be accomplished by human strength or exertion. Sooner would his men have been able to make an excavation in the layers of whinstone of the Highlands of Scotland than they could have succeeded in making one in the iron-bound ground, on which they had been picking away for the last two months. The pickaxes and chisels were all broken in the attempt; but so determined was Capt. Ross, that

valuable treasures should not fall into the hands of the natives, that he ordered the whole of them to be taken to the summit of one of the neighbouring hills, and there buried in separate heaps, according to the size of the holes, which the men could make. It was, however, the opinion of the whole of the crew, that if the Esquimaux should ever chance to visit the depository of the treasures, little doubt existed but the discovery of them would take place: and, as the last boon, perhaps, which a European will ever grant to these poor benighted creatures of the north, we sincerely hope that, in their rude-fashioned way, they may ere now have converted the iron into their hunting spears, and the wood into the construction of their sledges.

At the commencement of the year 1832, the carpenter was employed in making six sledges, four of large dimensions, for carrying the two boats, and the other two rather smaller, for the conveyance of provisions. The boats were the same as Capt. Franklin had on his journey, and were peculiarly adapted for navigating amongst ice: it was in fact, on these two boats, that the hopes of the crew depended of ever reaching their native land again, and therefore they were put in the best possible repair, which the skill of the carpenter could accomplish: they had been buried in the snow during the whole of the winter, in order to keep the wind from renting them, and they were now got on board, for the purpose of being caulked and otherwise repaired.

In the beginning of January, James Dixon, a landsman, died, and great was the difficulty, which the crew experienced, in making his grave. They were for a time taken off from the important labor of making the excavation, to dig his grave; but severe as was the task, not a murmur was heard amongst the crew, as it was the last office, which they would have to perform for one of their companions, who had shared with them their dangers and their sufferings, but who was now to be laid in his narrow house, to sleep his eternal sleep in the unbroken silence of nature's dreariest solitude. It was a week before the men could penetrate to a depth, sufficient to hold the body, and then the labor was similar to that of digging at a rock,

their progress at the close of the day being scarcely perceptible; and frequently the work of the preceding day was rendered of little import, by the drifts of snow, which filled up the vacuum, and which imposed upon them the additional trouble of clearing it away, before they could recommence their labors.

It was about the beginning of April, that the boats were got in a complete state of repair; the sledges were completed, and preparations were now made for taking the boats down the country. The launch was cut out of the ice, and hove on shore on the 6th, and on the 7th the travelling things were all got in readiness. On the 19th, they started with the two boats on the sledges, took them about a mile, and then returned on board to dine; at two o'clock they started again, and succeeded in getting them over the lakes on the salt water, about three miles and a half from the ship; and in the evening, the men returned on board to sleep, intending to renew their journey early on the following morning. The weather, however, proved so very unpropitious, that they were obliged to defer their journey until Sunday the 22nd. On that day, the two parties took out the sledge and provisions; then took one of the boats and sledge about two miles on the salt water, and returned on board about 7 o'clock.

On the 23rd at 9 A. M. the two parties consisting of fourteen including Capt. Ross and Mr. Mc'Diarmid, left the ship, and got to the first boat on the salt water by 10, and got back up to the other boat and sledge by half past 11. An equal quantity of provisions was put in each boat, and the tent, cooking gear, and other things were put on the sledge. At 12, they proceeded with one boat and sledge together, for about two miles, and then had to return with the boat, for the other sledge. The difficulty of getting the boats down the country, was far greater and more harassing than was at first expected, having frequently to be dragged over very heavy ice lakes, hills and vallies; in fact to take a look at the different places, which they had to cross over, it would scarcely have been thought possible that the task could have been accomplished. A whole day has been frequently spent in getting

boat a quarter of a mile, owing to the irregularity of the ice; and the whole strength of thirteen hands was required to drag one boat along to a certain distance, and then to return for the other boat, and frequently for the sledge also. It is therefore difficult to say what distance the men travelled, for although the boats were got between thirty and forty miles in a straight line from the ship, yet it is impossible to fix the number of miles which they travelled, in their frequent trips from one boat to the other; and sometimes they were employed in this labor during the chief part of the night, sleeping in their snow houses, with the thermometer sometimes 30° below zero. The manner in which the snow houses were built, was as follows: the walls were made of square pieces of snow, cut with a cutlass and spade, so that some of the slabs were as large as three feet by two; some larger, and some smaller, accordingly as they could be cut; there were four sides to the house, but it was found necessary to have two houses, and they were built close together, so that the middle wall was the partition between the two. The walls were built about five or six feet high, on which were laid two boat oars, and a sail was spread over the top. Lumps of snow were put on the sail, to keep it from being blown away. The bedding of the men, during the first part of the journey, was made of deer skins, the lower part of which, was like a bag, coming a little above the hip. The other part covering the head. Frequently in the morning has his sleeping dress been so stiffened with the frost, that rather than bend, it would break. This was in a great measure attributed to the breath, which, imparting a certain degree of moisture to the deer skin, rendered it liable to the influence of the frost, and in this state, without the skin ever having been thawed, the men were obliged to put on the dress, and to throw themselves on their bed of snow to sleep.

On the 24th, all hands were turned out at 6 A. M., and after breakfast they started back for the boat, which had been left behind on the preceding day, at which they arrived by 10 o'clock, and succeeded in getting her up to the other boat by 1 P. M. They then proceeded to take one of the boats further

on the route, to the distance of about three miles, and then returned to the tents or snow houses to sleep, having during the day walked upwards of ten miles; the thermometer at midnight being 22° below zero, or 54° below the freezing point.

On Wednesday the 25th, all hands were turned out as usual at six, and after breakfast, proceeded with the boat to the land, and returned for the sledge; and after considerable labor got her to the place where the boat was, and then proceeded with the boat and sledge for about three miles. Here they were obliged to travel one mile with the boat, and then return for the sledge, and so on alternately for the distance of about 8 miles. Four hands were left to build the snow huts, the remainder were despatched to bring up the second boat, which was a mile astern.

It was the belief of the whole crew, that a much longer time would have been occupied, in getting the boats down the country, if Commander Ross had not taken upon himself the management of the business. On the commencement of the travelling, Capt. Ross travelled with them, or rather he was dragged or carried; but as to any assistance to the strength of the work, he might be compared to the kind hearted and considerate quaker, who, on seeing a pavior very hard at work kindly offered to assist him, by giving the usual grunt, whenever the rammer was driven upon the stones. It was the general belief, that if Capt. Ross and his nephew had been upon good terms with each other, which they never were for a month together, Commander Ross would have worked equally to any man in the service; nor would he have required the men to tow him home to the snow house, after they had been dragging a heavy load during the whole of the day. The presence of Capt. Ross indeed was not required at all, for he was rather a drawback upon than a stimulus to the exertions of the men, and was looked upon more as a dead weight than an acquisition. To the men, he bore the character of the ass in the team, who, instead of lending his strength to the draught, considered that it would be far more comfortable for him to be dragged along by the horse and thus rendered himself a positive nuisance, instead of

co-operating member. It was considered high time for Capt. Ross to think of travelling, when the final farewell was taken of the ship; and indeed had he possessed any regard for the health and convenience of his crew, he would not have imposed upon them, the additional labor of dragging his ponderous frame over hills of snow, and hummocks of ice, when their strength had been brought to a state of almost complete exhaustion, by the daily fatigue, which they had to undergo. At this time the men were on full allowance, but there were two or three of them, who could not eat the whole of it, on account of the complaint in their bowels, from which they never properly recovered, and therefore they were frequently obliged to apply to Capt. Ross for some medicine.

It was on one of these travelling parties, that two of the men were very ill, and they applied to their captain for some relief, but his only answer was in his usual imperious tone, "Go along home, and see if you cannot find some salt water, and take a good drink of it, and if you cannot find any water, swallow a musket ball." This, said one of the poor fellows, I thought very hard usage, for a man that had been working the whole of the day, more like a slave than an English seaman, and to be treated so by his captain, an old man, who now depended entirely on the strength and health of his crew, whether he would ever see his native land again. Capt. Ross was one of those, who, on the first travelling parties, could not eat the whole of his allowance, but rather than share the surplus with his men, he would put it carefully into a bag, so that by the time that the boats, provisions, &c., were all got down to the same spot together, he left his bag of spare provisions behind him, when they all returned to the ship for the last time.

It may be rather interesting to take a view of the isolated state of the Victory, at the time when she was on the eve of being abandoned, and then compare the conduct of some of the invalids, with the boasts, which they were daily and hourly making, of the great strength and exertion, which they would put forth on every occasion in which they would be required: in the first place, Anthony Buck was blind; and although his

spirit was willing to undergo his proportion of the fatigue, yet his infirmity in a great measure prevented him. George Taylor had half his foot frozen off, and therefore became a continual pensioner upon the exertions of his companions. Henry Ayre, the cook, was an old man, fit for the caboose, but unable to endure any great fatigue. Mr. Thom was an old man, clever and steady in his official capacity, but totally incapable of accomplishing any hard work. Mr. McDiarmid, although a native of the north, had by some means acquired a few of the habits of the Gascon; for it was his boast, that when put to the trial, he would be found in strength equal to a brewer's dray-horse, but when properly put to the sledge, he exhibited the power of a costermonger's knacker. In the rear of these incapables, came Capt. Ross himself, the oldest of the old, whose boast it was that he could drag as much as any of the crew; and thankful were they that they had such an efficient individual amongst them, who, although he could not exactly put his shoulder to the wheel, on any emergency, for the best of all reasons, that there was not any wheel to put it to, yet who, when harnessed to a sledge, could show the youthful part of the crew what a *sexagenarian* could perform in the way of rivalling a Hercules or an Atlas. On the first travelling expedition, the drawing power of Capt. Ross were put to the test, but the seamen soon perceived that he had a very peculiar method of dragging, partaking somewhat of the character of the restive horse, who instead of dragging, is obliged to be dragged along by the other horses. It was natural for the seamen to expect, when they saw their worthy captain apply himself to the traces, that the same diminution of the draught would be experienced, as when an additional horse is put to a team, to drag a load up a hill; but strange to say, the direct contrary was experienced, especially by those, who were in the front, for it appeared to them, on a sudden, as if 12 or 14 additional stone were placed on the sledge, not finding, however, that to be really the case, they directed their attention to discover the cause of such an unexpected diminution on their strength, when they found out that, although their captain had got hold of the traces, yet it was not for

purpose of giving his herculean strength to the projectile progress of the load, that was behind him, but that his own body might be carried more easily and comfortably, than could possibly be done by the mere exertion of his own locomotive powers: the sum total of all which was, that Capt. Ross gave the preference to being dragged along, rather than commit any act at the latter part of the voyage, by which his crew should think that he was an ass, whatever he might have done to impress that opinion upon their minds during the former part of it. Nevertheless, it was admitted by all the crew, that Capt. Ross was a very good draughtsman, as far as drawing the granite mountains of Boothia Felix, or the scenery of the identical spot where he discovered the position of the magnetic pole, was concerned; but that, when put to the drawing of a sledge, he was the very type of the old mule, which the abbe and the nun bumped so lustily, in Sterne's *Sentimental Journey*.

On Thursday the 26th, the gales of wind were so violent, and the drifts of snow so thick, that no progress whatever could be made in the journey: but severe as was the labor, on which the men were employed, they all agreed, that they would give the preference to it, rather than to the life, which they led this way, in their snow houses. It was misery, in the fullest sense the word; cowering in a corner, they appeared like so many rats in a den—no cordial to cheer their drooping spirits—no oil to invigorate their exhausted frames, the tempest raging and their chilly habitation; and if they ventured to peep out on the white wide scene, which lay before them, nothing met their view but immense drifts of snow, hurried along by the petuosity of the blast, and threatening to bury them under accumulating masses. Whilst dragging the sledges, they had the thought to cheer them, that every step, which they brought them, perhaps, nearer to their emancipation from a desolate region; but whilst shut up in their snow houses, they had scarcely an object to dwell upon which could throw a temporary gleam of happiness over the deep darkness of their present situation.

On Friday the 27th, the weather having moderated, the men

left their huts about 8, and took the boat and sledge for a short distance, and then advanced with them singly for about two miles; the difficulty of the labor was here considerably increased, on account of the tremendous drifts of snow, which had been thrown up by the gale of the preceding day, and which not being able to cut through, the men were frequently obliged to take a circuitous route, travelling up to their knees in snow, whilst some were employed in clearing it away before the sledge, to enable the men to drag it along. In spite, however, of these obstacles, the distance travelled this day, was about seven miles. On Saturday the 28th, the whole party set out at 8, for the boat, that was astern, and got up to her by 10. By 4 in the afternoon, they had succeeded in getting her up to the other boat; but the violent gales from the north again set in, accompanied with heavy drifts of snow, which instilled some fear into them, that they should have to pass another miserable day in their snow houses. On the following day, the wind continued to blow with great violence, and the men therefore determined to return to the ship. One of the boats was left on the land, and the other on the ice; and in the afternoon of Sunday, they set out on their return, and reached the huts, which they had formerly inhabited, by $\frac{1}{2}$ past 4. They had now only the sledge with them, the burthen on which being very light, they were enabled to travel at a quicker rate: and about 11, on the following day, they arrived at the ship, having walked about 12 miles. Having partaken of some refreshment, the whole of the travelling party turned into their hammocks, and sound indeed was their sleep: for, during the whole of the previous week, they had scarcely known one hour of comfortable repose, being obliged to be huddled together, in a corner of the snow hut; their only bed, the snow, which had just fallen from the heavens.

During the time that these men were absent from the ship, those that remained on board, had been employed in baking biscuit, and cooking other provisions, to be in readiness for the final departure of the crew from the vessel. The beginning of May was chiefly occupied in getting the provisions out of

hold upon deck, and making bags to contain the bread and biscuit.

For some days previously to leaving the ship, Capt. Ross was busily employed burying some boxes; and, in order to deceive the Esquimaux, he placed at the head and foot of the holes, some Esquimaux skulls, meaning thereby to denote, that some person was buried there. Not more solicitous could the miser exhibit himself about his hoards of buried gold, than Capt. Ross showed himself about the contents of his boxes; not an individual could divine the motive of his solicitude, for to every one it appeared as a matter of little moment, whether the treasures, which the boxes contained, fell into the hands of the Esquimaux, seeing that not the slightest probability existed, of the place ever being visited again, the fact being ascertained, that it was not the route to the North West Passage; and it was certain, that the country held forth no other allurements to induce the mariner ever again to navigate its seas. A circumstance, however, came to the knowledge of the crew, on their journey from the ship to Fury Beach, which excited some conjectures in their minds, that they had discovered a clue to the motive of Capt. Ross, for burying so many articles, as well as his great solicitude to keep them from the hands of the Esquimaux; it, however, still remains, in a certain degree, an unsettled point, and the charge of extreme selfishness, attached to Capt. Ross, stands unrefuted.

On the day previously to the abandonment of the ship, the crew were all assembled in the cabin, and Capt. Ross harangued them on the arduous duty, which they had to undergo, and the severe privations, which they would have to endure. He, however, promised them individually, that should they be fortunate as to reach their native country, they should, through his influence, be placed in such situations, as to ensure them a comfortable provision for life, as a reward for their services, and their unflinching steadiness in the hour of trial and danger. The manner, in which those promises were fulfilled, will be hereafter stated.

It was on the 19th May, 1832, at 7 o'clock in the morning,

that the Victory was abandoned: and down the cheeks of some of the hardy weather-beaten mariners, a tear was seen to fall, as they stood upon the beach, and waving their hats, gave three cheers, exclaiming "Good bye, Victory." A glass of Booth's cordial had been given to each man, a few minutes before he left the vessel; and the cheering thought that they were homeward bound, gave a temporary animation to their spirits, and reconciled them to many a loss, with which the abandonment of the vessel was accompanied. On leaving the ship, every man was allowed a blanket, sewed up in the shape of a hopsack, the weight of which did not exceed 7 lbs.; two shirts, both in wear at the same time; three pair of hose; two pair of drawers, and two pair of trowsers, with the jacket and waistcoat in wear: so that the whole weight, which a man had on the sledge, could not exceed 10 lbs. On the other hand, the weight that Capt. Ross had on the sledge, was supposed to exceed 3 cwt. His bedding weighed nearly 50 lbs. for it was made of the skin of the musk ox; his coverlid was a large wolf's skin; his cloak a seal skin; his jacket was lined with deer skin; his sleeping boots were made of bear skin, the hairy part inside and two large down pillows, for his head to rest upon. He had also three cases and four large bags, the contents of which were never discovered by the crew; but frequently they have seen him, when they have turned in, and he thought they were asleep, repair slyly to one of those bags, and take from it some kind of eatable, with which he was wont to regale himself in private, and which some of the crew, who watched his motions were disposed to include amongst the *privations*, which he told the good credulous people of England on his return, that had endured in common with his men.

At the time of leaving the ship, Capt. Ross said to his men "You must take no more than your ordinary wearing apparel, for at this time it is life or death with us;" but at the same time, he himself put a mass of lumber on the sledge, which was not of the slightest use to any one, nor perhaps to himself, considering the nature of the journey, which he had before him. Now the men argued amongst themselves, that if instead of putting the

enormous additional load of lumber upon the sledge, allowing him, however, an extra quantity of bedding. on account of his old age, he had brought with him a corresponding load of provisions, he would have been able to have given them a greater quantity of food per day; but it was this culpable neglect on the part of Capt. Ross, to the common comfort of his men, which alienated their esteem from him, and in the end rendered him so contemptible in their eyes, that had they had their option, the first thing, that they would have left behind them, would have been the captain himself. It is a fact, that there were brought down to Fury Beach, between 30 and 40lbs of cocoa-nut oil, that might have been burnt for fuel in the month of June 1832; and whilst the men were travelling for nine days successively, they had nothing wherewith to moisten their mouths, or to drink with their biscuits, which was only half a pound a man per day, but a handful of snow in one hand, and in the other the biscuit and the preserved meat, both of which were as hard as a rock.

The crew had not been away three days from the ship, before they were put on an allowance of two thirds of a pound of bread per day, and half a pound of meat. The officers were put on the same allowance; but it may be necessary to remark, that on their travels from the ship to Fury Beach, the crew were divided into three watches, each occupying their own tent, with one of the superior officers placed over them. One of the individuals, who has furnished us with the documents for this work, was attached to the watch belonging to Capt. Ross, and to use his own words, it would fill a large volume, were he to relate all the mean and shabby ways, which he saw practised by that individual. The order for the short allowance was given by Capt. Ross; but to him it was of no consequence, for he had brought with him from the ship a spare box of provisions, independently of other things wherewith to satiate his appetite. On several occasions, he repaired to his spare bag, and to his case of cordials, when his men were eating snow, or crushing beneath their teeth an icicle, as a refresher to their mouths. Several times has he covered his head with his musk ox skin,

which was his bed, and eat his biscuits so that none should see or hear him.

The crew were about five days in reaching the place where the boats had been left; no time was then lost in proceeding with them, and they succeeded in dragging them eight miles further; but the travelling became here so difficult, the ice forming almost a complete barrier, that it was determined to leave the boats, and proceed with the sledges, three in number, to Fury Beach. The place where the boats were left, was called Good Harbour, and a considerable quantity of provisions was buried under them, in case they should have to return to them in the following August or September; for it was running considerable hazard to proceed to Fury Beach, with the great uncertainty existing, that any provisions, or any thing else were to be found there, it being then three years since the Victory visited it last.

It was here that Capt. Ross mentioned a circumstance to his men, which set them all in a state of wonder, as not the slightest whisper of it had ever been heard before, nor could they for a moment believe, that there was any truth in the strange report which he made, but that it was done to answer some purpose, which they could not at that time discover. It may be remembered, that Capt. Ross declared, before the committee of the House of Commons, that he would not have considered himself warranted in undertaking the expedition, if he had not known that the Fury's stores were in good preservation, and only waited his arrival to be formally taken possession of, not in the name of his Britannic majesty, but of Capt. John Ross, who had every reason to look upon them as a far greater godsend, than England once received from Austria, in the shape of £500,000, one half of which was immediately voted away, to support the reckless extravagance of George IV., in his *soi-disant* improvements of Windsor castle.

By what power of divination or of witchcraft, Capt. Ross had arrived at the knowledge of the stores of the Fury being still on the beach and in good condition, he totally omitted to impart the necessary information; nor did any of the members

think it becoming in them, to put a question to him of such a puzzling nature, the answering of which would have confounded him in a greater degree, than any of the two and thirty questions which George III. put in one breath, to the wonder-stricken brewer of Chiswell-street. It was, however, perhaps a deep stroke of policy on the part of Capt. Ross, to hold out the flattering and cheering picture to his crew, that no danger whatever existed of them being starved to death; although he could not answer for them not being frozen to death, for so long as the certainty existed, of the *Fury's* stores being on the beach, the certainty also existed, if they did not in reality succeed in dining with the governor of Kamschatka, that one of the greatest evils, which a sailor dreads, namely, that of being put on short allowance, could not possibly take place during their present voyage. How great, therefore, was the astonishment of the crew, when Capt. Ross now informed them, that when he was at Wiodford, on the eastern coast of Baffin's Bay, in 1829, he had written a letter to Mr. Booth, instructing him to put out the *John*, with the least possible delay, and to despatch her direct to *Fury Beach*, for the sole purpose of bringing away the remaining stores of the *Fury*.

The only reason, which Capt. Ross had given to his men, for directing his course towards *Fury Beach*, was the hope, that they should there find such a stock of provisions, as would ensure them from all risk of actual want: and it may be truly said, that it was a hope, of which no wise or politic commander could have wantonly robbed his men, under the severe and trying circumstances, in which they were then placed. It was their daily habit to cheer one another with the prospect, that although they were then on short allowance, a few days more would bring them to *Fury Beach*, where plenty was supposed to await them, and where they expected to be placed under no restriction whatever, as to the quantity, which it might be their pleasure to consume. A faint glimpse was, however, obtained into this extraordinary conduct on the part of Capt. Ross, from the extreme anxiety, which he evinced not to leave his boats behind him; for, as their ultimate escape from the country

depended upon the boats, and as the probability existed, that the *Fury's* boats might either be washed off the beach, or had yielded to the rigorous influence of the weather, it became a matter of no small importance to keep possession of the boats, which they had brought away from the *Victory*; and therefore Capt. Ross was reduced to the desperate expedient of inventing some fictitious tale, which should lead his crew to believe, that the stores of the *Fury* would not be found on the beach, for which reason it was supposed, that they would redouble their exertions to take the *Victory's* boats along with them. In this respect, however, the calculations of Capt. Ross turned out to be false: for, greatly as the men might be disposed to drag the boats along with them, it was found not to be within the compass of possibility; and all, therefore, which Capt. Ross gained by his manœuvre, was, that he had damped the spirits of his men, and laid himself open to the imputation of having adopted a line of conduct, at once senseless, selfish, and inhuman.

For the first three days, after leaving the place where the boats were abandoned, the travelling was exceedingly bad, and put the strength of the men to the utmost stretch. Capt. Ross was now found to be, in the expressive language of the sailors, a feather-bed traveller; and although the men grumbled not at dragging along the lame, the blind, and the halt, yet they expected that some part of the boastings of Capt. Ross would be verified, and that he would employ whatever strength he had, in the dragging of the sledges, and animate his men, by the example of an active participation of their labor, and a prompt resolution to share with them the slavery of their task. The reverse was, however, the case, for Capt. Ross generally booked himself as an inside passenger of the most commodious of the sledges, taking ever and anon a stimulating refresher from his provision bag, and enjoying the cold sublimity of the scene around him, with all the coolness of the most accomplished stoic.

After four days travelling they arrived at a part of the country, where the land was very low and swampy, and the progress they made, was slow and limited; under these circumstances

it was considered politic to send a party in advance to Fury Beach, for the purpose of ascertaining the state of the provisions; and after having made a full examination of them, they were to return to the main body, who were still to keep on pursuing their course, with all the expedition, which the peculiar situation of the country would admit of.

Commander Ross was always the foremost in an expedition of this kind; and, accompanied by Abernethy and Park, he set off in a light trumbogan (a small kind of sledge,) with the hearty wishes of the whole crew for his success, who gave him three cheers, as he parted from them, and before night-fall he was out of sight.

Heavily and slowly now moved on the main body—the master spirit had left them, which animated them through their arduous undertaking—that cheered them in the hour of exhaustion and fatigue—that participated in their toils, and stood the foremost in their dangers. The sufferings, which the men now endured, were excessive, and principally occasioned by the want of water, not a drop of which was to be obtained; the only moisture, which the men had to their mouths, being obtained from snow or icicles, which, in the moment of their needs, they called Ross' barley sugar. At the close of their day's journey, it was a disheartening thought to them, that not a drop of water was to be obtained to their meal, which consisted of hard bread and meat, some of which was salted, which tended to aggravate the evil, by increasing their thirst. But to the men it appeared an act of direct cruelty, on the part of Capt. Ross, that he had it in his power to put an end to the severe privations, under which they were suffering; for he had a large quantity of cocoa-nut oil on the sledges, which was the best material for fuel, as their fire-places were made like stoves, and a very little trouble would have been required to convert a quantity of snow into water, sufficient for the wants of the whole of the crew; but, strange to say, even this trifling attention to the necessities of the men, was denied them, for Capt. Ross preferred transporting a quantity of his cocoa-nut oil to England, rather than make it subservient to the health and

comfort of his suffering crew. There was also a large quantity of cocoa, but there was not a sufficiency of sugar to last them to the Beach.

We will, however, contrast the report of these proceedings, as transmitted to us by three of the crew, all of whom agree in every particular as it is set down in our narrative, with the evidence, which Capt. Ross gave to the committee of the House of Commons; and the only comment, which we shall at present make, is, that either Capt. Ross or his crew depart egregiously from the truth. But we have before us, three separate accounts of the journey from the Victory to Fury Beach, and they all coincide in their description of the severe sufferings, which they underwent, on account of the want of water. We also solicit attention to the extreme sapience, by which some of the questions are distinguished, preserving, at the same time, a becoming silence as to the drift, which so clearly shows itself during the whole of the examination.

The 77th question is—"When did you abandon your ship? On 29th May, 1832. And you proceeded *on foot* northward to Fury Beach?"—"Yes."

"Did you undergo any very great degree of suffering, in the course of your journey to Fury Beach?"—"We did; we had to carry our provisions, our *fuel*, the sick, our tents, and specimens."

"For what distance?"—"Near 300 miles."

"Over snow, or what surface?"—"Over ice and snow, and sometimes over land covered with snow: we suffered most for want of water, having to melt the snow before we could get drop to drink."

"To what was your beverage latterly confined?"—"Water entirely and lime juice."

"Did you suffer very much from cold during your journey?"—"Yes, we all suffered very much from it."

This question must have appeared excessively singular. Capt. Ross, after he had informed the committee, that the cold experienced on the journey, was sometimes 32° below zero, 64° below the freezing point of Fahrenheit.

"Could your men have undertaken the journey 100 miles further?"—"Certainly not; they were quite exhausted when we arrived at Fury Beach; we had our last day's provisions."

"I think you said, you had nothing else to drink but water; during how long was that?"—"Fifteen months."

"You had cocoa to drink?"—"We had cocoa and burnt pease all the time."

It must be observed, that the men acknowledged that there was plenty of cocoa, but that it was withheld from them on account of the want of water, at the same time that there was no lack of fuel, wherewith to melt the snow.

"There was no time when you had nothing but water?"

Capt. Ross here evades the question, in the most artful manner, by answering,—“The water we had to get, by melting the snow; we had to carry our fuel to melt the water.” This was in reality, no answer to the question proposed to him; for there is a very essential difference between telling the committee, that there was a time when they had nothing but water, and not even that, and telling them, what he had told them before, that the water was to be got from the melting of the snow, for which purpose they carried the fuel along with them.

It is these evasions, these direct and positive contradictions, compared with the information transmitted from other quarters, that incline us to throw so much discredit upon the evidence of Capt. Ross. It was not indeed to be expected that Capt. Ross would, in any of his answers, so commit himself as to give rise to an extended examination of any particular circumstances: and he also knew well, that there was not another individual, to be called before the committee, who had been on the expedition, excepting Commander Ross, and his evidence had no immediate reference to those minutiae of the voyage, on which Capt. Ross was questioned. It was, however, rather fortunate for the latter individual, that the committee, in the questioning of Commander Ross, confined themselves to such points, which did not immediately bear on the conduct of Capt. Ross towards the men: for, in general, when they did venture upon them, a direct contradiction was certain to ensue.

Thus one of the committee, after having put a few unimportant questions to Capt. Ross, respecting the proceedings on their journey to, and on their arrival at Fury Beach, proceeds to ask:—"I need not ask you, whether all this period was (not) one of the greatest mental anxiety to you?"—"It certainly was; and the greatest difficulty I had was, in preserving discipline among the men?"

We will contrast this evidence with that of Commander Ross, to whom the following question is put:—"The preservation of discipline was perhaps a circumstance most necessary, on such trying occasions, for the preservation of the lives of all parties concerned: some cases of insubordination might have arisen probably?"—"There were trifling circumstances of insubordination, but very trifling."

"Did not Capt. Ross himself, on all those occasions, exert a controlling power?"—"They seldom went to Capt. Ross, they generally came to me."

"Do you not recollect any case, in which Capt. Ross exerted his controlling power, under rather trying circumstances?"—"I remember one occasion, after we had abandoned our ship, in which Capt. Ross did exert his controlling power, but it was only on one occasion."

"Was not very prompt decision necessary on that occasion?"—"Yes, certainly."

"State what Capt. Ross did upon that occasion?"—"I was not present upon the occasion, and only heard of it; I was not aware of the circumstances."

We shall be able very shortly to state this particular occasion: but, in the interim, it is impossible to read this part of the evidence, without being forcibly struck, in the first place with the contradictory evidence of the two officers; secondly with the private knowledge, which some of the members of the committee possessed of particular occurrences of the voyage; and thirdly with the adroit manner, in which Commander Ross escapes out of the noose, in which he ran the greatest risk of being caught.

It is most certain that he was not present on the occasion.

for it took place in Capt. Ross' tent; but we may be allowed to express our doubt of Commander Ross being ignorant of the circumstances, when they were well known to the whole of the crew: but we shall perhaps be able to show, that the circumstances, which gave rise to the solitary exercise of Capt. Ross' controlling power, were not greatly to his credit, and therefore the professed ignorance of Commander Ross was perhaps excusable in him.

To return to the narrative. Commander Ross had been absent 11 days from the main body, and the greatest anxiety now began to be felt for his return. The stock of provisions was nearly exhausted, and if no good tidings were received from Commander Ross, in a few days, the greatest fear was entertained, that they would be obliged to retrace their steps to the place where they had left the boats, if it were only to take advantage of the provisions, which were buried under them. Often were the men tantalized with the sight of ducks and other aquatic fowls, which came within gun-shot of them; but had they killed them, no use could be made of them as an article of food, from the want of fuel to dress them. At the latter end of the journey, however, a few were killed, and carried to Fury Beach, where they formed a most dainty meal for the officers.

It was on the 24th June, whilst the main body were travelling on the ice, about a mile and a half from the land, that, on casting their eyes a little to the north-west, they espied Commander Ross, and his sledge, drawn by his two companions, with the Union Jack flying on a boarding pike, denoting thereby that the stores were safe on Fury Beach. It would be a difficult task to describe the joy and exultation, which pervaded the whole of the crew, on the receipt of this glorious intelligence, the two parties immediately proceeded towards each other, when Commander Ross imparted the additional pleasing intelligence, that the boats of the Fury were still on the beach, though they had been washed off, but had been fortunately washed on shore again. The distance to Fury Beach, from where Commander Ross fell in with the main body, was only a few days journey; and on the following day he reported, that

they would fall in with a monument, from which the beach could be distinctly seen. Although it was the month of June, Commander Ross had experienced some very severe weather, the thermometer standing in the sun at noon-day, sometimes 40° , and at others 10° above zero, and in the night 10° below.

On Commander Ross first starting for Fury Beach, he and his companions were on the same allowance as the men, who composed the main body : but, on their arrival at the beach, they were not limited as to their provisions ; and on the two parties meeting, they had with them 40 lbs. of bread, and the same weight of preserved meats, which they shared amongst their messmates, whose hunger was so great, that, to use their own phraseology, they could have devoured the flippers of a seal.

For the first day or two after the arrival of Commander Ross the crew were put on full allowance, but then it was afterwards unexpectedly reduced to the former quantity.

During the previous part of their journey, they had plenty of cocoa, tea, and sugar on the sledges ; but then it was very sagaciously observed by Capt. Ross, that an infusion of neither could be made, without the assistance of water, and therefore the articles remained in their packages untouched : the quantity of tea amounted to 16 lbs. and the cocoa to treble that quantity. The crew had now succeeded in obtaining a little water, and as the good news had been brought, that the stores of the Fury were in good condition, it was expected, that Capt. Ross would have shown some relaxation in the severity of his conduct, and have given to the men some additional nourishment, considering the unparalleled fatigue, which they had lately undergone ; but not the slightest change took place in his conduct, which appeared to be regulated but by one principle, and that was love of self. The men at this time had only two meals a day, and those on a limited allowance : it was then natural to suppose that the thought would have entered into the mind of every considerate commander, that if he exacted duty and obedience from his men, they had a right to expect that he would perform his duty towards them ; the principal part of which was, that the men should have that nourishment distributed

to them, which might be necessary to uphold the strength, which they were continually called upon to exercise, and on which the very existence of himself and the whole of the crew depended. The continual cry of Capt. Ross to his men, was, "It is life or death with us, therefore haul away." But how was the former to be sustained, or the latter averted, if the common means of subsistence were withheld, and at a time when no occasion existed for such a rigid system of economy: for, if Capt. Ross had not committed another egregious blunder, they were then only four days journey from the place, where an ample supply of provisions of every kind awaited them, and which, consequently, would have authorized the most prudent commander to make the most liberal use of the provisions, which were then in his possession.

It was, however, the opinion of the whole of the crew, that it was the desire of Capt. Ross to carry his stock of cocoa-nut oil to England, as well as some other things, which he had brought with him from the ship, but which, in the eyes of the sailors, were only like so much ballast or useless lumber.

After experiencing considerable fatigue, the party arrived at Possession Place, of which, in the year 1829, Capt. Ross, Commander Ross, Mr. Mc'Diarmid, and Mr. Thom, had taken formal possession; and since that important act had taken place, no one had been so bold or presumptuous as to dispute the sovereignty with them. To the northward of that place, there is a deep bay, called Garry Bay; to the southward of which, a long point runs to the eastward, called Garry Point, so named by Capt. Parry, out of respect to one of his esteemed friends, Nicholas Garry, esq. The distance from the south point of Garry Bay to the opposite side, is about 30 miles, and the bay itself, in length, is nearly the same distance. Instead, however, of shaping his course direct for Fury Beach, Capt. Ross determined to travel round the Bay, with all the three sledges: thus imposing on the men an additional and useless labor, which, in their then exhausted state, they were very incompetent to endure. The travelling round this bay, was represented to be the most fatiguing and irksome, which had been experienced since

their departure from the ship. The land was so high on the other side, that the men, after walking several miles, could scarcely perceive any difference in the distance: and Commander Ross himself, with the aid of his telescope, fancied that they were all under the influence of some northern wizard; for although it was evident to him, that all the locomotive powers of the party were in full action, yet they still appeared to make no progress; but on the contrary, the objects at a distance seemed to recede from them, in proportion as they came nearer to them. Capt. Ross indeed felt not the inconvenience of this delay in reaching Fury Beach: for, muffled up in his travelling dress, he very comfortably reclined in his sledge, instilling fresh spirits into his exhausted men, by the animating cry of "Haul away, lads, it is life or death with us." An accident, however, happened to Capt. Ross, which certainly had a tendency to reduce his *spirits*, and to give an additional acerbity to a temper, at no times of the most amiable or placid kind. Whether it were owing to his clumsiness or his eagerness cannot now be decided, but on visiting one of his chests, the contents of which were well known to the crew, he most unfortunately broke one of the bottles, out of which burst in one unbroken stream, the juniper extract, which had flowed through the alembic of the Whitechapel distillery, and which he little thought was doomed "to waste its spirit on the desert air."

But happy indeed is the man, who has a remedy at hand for any calamity, which may befall him; and in this respect great indeed was the happiness of Capt. Ross, for in close contiguity with the aforesaid chest, stood a little green box, known by the significant title of his provender box. Potent indeed were some of the contents thereof, and frequent visitations were made there to; for in a corner stood a square green bottle of portly dimensions, which, on the departure from the ship, was filled with cherry bounce, and, as a substitute for the juniper extract, fault whatever was to be found with it. To it, therefore, did Capt. Ross apply, to console him for the loss, which he had experienced; and as he had been taught by his domine, that a thing, that is irrecoverably lost, cannot possibly be recovered

he summoned all the philosophy, of which he was in possession, to his aid, and by degrees the deep scowl of chagrin vanished from his intelligent countenance.

After travelling three or four days, the party reached the other side of the bay, and in a few days afterwards they arrived at Fury Beach. On their route from Garry Bay, the following acts were done by deputy for Capt. Ross:—one hare, two ducks, and three geese killed, and *parturiunt montes*, one mouse was caught!! These acts were all put down to the name of Capt. Ross; but *we*, in this instance, did not perform one of them, for they were done by some of the crew; nevertheless the articles so obtained, were added to the provender box of Capt. Ross, and formed some good substantial meals on the arrival at Fury Beach.

On travelling along the coast to Fury Beach, which is called North Somerset, a party went to the highest hill, and there found some cockle shells in a state of petrification.

The arrival at Fury Beach took place on the first of July, having been thirty-one days coming from the ship, the distance in a straight line being about 180 miles, but that which was travelled could not have been less than 250: a considerable addition being made to it, on account of the injudicious conduct of Capt. Ross, in taking the sledges round Garry Bay, instead of shaping his course direct for Fury Beach. It must, however, be remembered, that the travelling commenced about the 17th of April, and that the crew were occupied until the 22d of May, in getting the boats down the country.

The joy, which the crew evinced, on being safely landed on Fury Beach, may be easier conceived than described: their hearts, they said, were as light as a feather; nor could they, comparatively speaking, have felt much happier, had they set their foot on their own native land. It might also have been supposed, that the extreme satisfaction, which Capt. Ross must have felt, in seeing himself so providentially rescued from a most desperate situation, would have instilled into him some feeling and sympathy for the men, who had nobly braved and overcome every danger, and to whose *fidelity and obedience* he owed

so much:" and further, that "*he would have felt ashamed of himself*" to have withheld from those very meritorious men, the common nourishment, to which they were entitled, and which ought to have been distributed with the most liberal hand, considering the superfluity by which he was surrounded, and the exhausted state in which his men appeared before him.

On the arrival of the men at Fury Beach, there were but about 9 lbs. of bread remaining: each man had his own bread bag, but some were entirely empty, and in others a very small portion was left. It was just luncheon time when the crew landed; but although behind them were provisions of every kind, Capt. Ross would not allow a biscuit nor any other kind of provisions to be touched, although the men were literally in a state of positive hunger. The crew were divided into three parties or watches: one under the command of Capt. Ross; the second under that of Commander Ross, and the third under Mr. Thom, the purser. Each party resided in a separate tent, which was pitched immediately on reaching the shore; and the occasion now occurred, alluded to in the evidence given by Commander Ross, before the committee of the House of Commons, in which a spirit of insubordination manifested itself, but which Capt. Ross brought down upon himself, by his mean and illiberal conduct, which are epithets of complete mildness in comparison to those, which we should have used, had we followed the manuscripts, now before us.

The tents were all pitched; the crew found themselves comparatively comfortably housed; and those in the tents with Commander Ross and Mr. Thom, were happily busy in satisfying their appetite with the best provisions, which at the moment could be procured. The messmates of the tent, under the command of Capt. Ross, were looking forward to the supply of provisions, which would be distributed to them, and perhaps a glass of grog, as a reward for their steadiness and fidelity to their duty; when Capt. Ross coolly told them, wait until the morning, and in the mean time to eat up the remainder of their bread. A conduct like this, so opposite to what the men had a right to expect, naturally roused them to

state, which, perhaps, might with some semblance of truth, be stigmatized as one of insubordination; but we question much, whether, if the men under such circumstances, had proceeded to break open the first chest of provisions, which they could come at, they would have been declared guilty of a breach of discipline, by a jury, even of Capt. Ross' own picking. Thomas, the carpenter, was one of the men belonging to Capt. Ross' tent; and so great was the value, which he placed upon the services of this man, that it was the general opinion of the whole crew, that he would rather part with any three of them, than with him. Knowing, therefore, the influence, which he possessed over Capt. Ross, he made no hesitation to speak to him in a bold and peremptory tone, declaring, that it was most scandalous and shameful conduct in him to keep his men in such a state of starvation, when it was expected by all, that after their arrival at Fury Beach, they should have every nourishment, which the stores of the Fury would permit of; "You might just as well," said Thomas, "hang up a biscuit, and let us all look at it, as keep us in a state of the greatest hunger, with plenty of provisions around us." This was a kind of language, to which the autocrat of the Victory had not been accustomed, and to him it smacked so much of disrespect and insubordination, that the pride of a captain of the royal navy of Great Britain was aroused, and he began to talk of the duty and obedience, which a sailor owes to his commanding officer, and the consequences, which always follow from a breach of discipline. Thomas perfectly coincided with every thing, which his commander had said: but, on the other hand, he maintained, that they had in every respect performed their duty towards him, and therefore they were not to be kept in a state of starvation, when they were surrounded with provisions of every kind, sufficient to support them for a twelvemonth.

The members of the committee of the House of Commons, appeared anxious to elicit from Commander Ross, the exact manner, in which Capt. Ross behaved on this occasion, and particularly the way, in which he exerted his controlling power. The truth is, that it was never exerted at all: on the

contrary, the men, by their bold and determined manner, exerted their controlling power over him; and, with considerable reluctance, he drew from his provision bag some pork and bread, which were distributed amongst the insubordinates; but he would not allow them either fresh meat, lime juice or cocoa. During, however, almost the whole of the night, the men, in Capt. Ross' tent, were eating bread and sugar in their blankets, with their head covered over, so that "the d—d b—e" should not hear their mouths wagging."

In a very short time every thing assumed a regular course of action. The men were allowed three meals a day, independently of cocoa and lime juice: in fact, not a complaint was heard from any of them, on account of a shortness of provisions. The first employment of the crew was, in getting in order the sails, spars and cordage, which were on the beach; the boats were hauled up, for the carpenter to repair; Mr. Thom and some of the crew were employed in separating the preserved meats from the soups and vegetables; and Capt. Ross, with some others of the crew, were laying some of the heaviest of the spars, for the purpose of constructing a temporary house; the topsails and courses being used as the covering. In about eight or ten days, a house was built 30 feet long, and 16 feet broad. The position of the house was, as near as it could be, N.N.E. and S.S.W. the door fronting to the eastward. The interior was divided, leaving a place for the officers, which consisted of a bed-place for each officer, and a mess-berth: and as soon as the house was finished, it was regularly taken possession of by the respective crews. It must be remarked, that each crew had to fit out their own boat; by which it became a trial of emulation amongst them, as to which boat should be first got ready for sea.

It was on the 23d of July, that the ice made a move on Fox Beach, and by the 27th, a fair prospect presented itself, getting down the inlet, having clear water as far as the eye could reach. This opportunity, however, could not be embraced on account of the boats not being finished; or, according to the version of one of our authorities, Capt. Ross had determined

that he would leave Fury Beach on the 1st of August, it being some day, that he wished particularly to commemorate: but when that day arrived, the ice was all closed; still Capt. Ross continued to persist in his resolution, although the only prospect of success, which presented itself, was a little clear water just in shore, being ignorant, at the same time, where an outlet into the open sea was to be obtained. Each boat had six weeks provisions on board: and that, in which was Capt. Ross, was as deeply laden as a sand barge, with the risk of crossing Prince Regent's Inlet, which is 40 miles across.

With three cheers the men took their departure from Fury Beach; and by dint of hard labor for nine hours, shoving the boats along with boarding pikes, boat hooks, &c. they succeeded in getting about five miles, and then had to unload all the three boats and haul them on the ice, some distance towards the shore. The place, where they pitched their tents, on this day, was the same where the Fury got her squeeze, and the Hecla was on shore.

On the following day, they resumed their voyage, and wherever there was any opening, they in general took the benefit of it; but severe indeed was the labor in loading and unloading the boats every time: and, in some instances, after launching the boats, their progress has not been greater than forty yards, and then they had to haul the boats over very irregular ice.

It was not until the 17th of August, that they reached Cascade Beach, so called from a strong stream of water, that runs into the sea, a distance only of about 16 miles from Fury Beach. Here the ice was uncommonly heavy, with a strong pressure, and running outside like a bore.* They were obliged to remain here for some days, the stock of provisions fast decreasing, and the men put on three-fourths allowance. Till the 23rd the ice was quite stationary, when, on a sudden, the wind came on to blow from the northward, and the

*The Bore or Mascaret is an appellation given to the rushing in of the tide in the Indus and Ganges, which comes with such indescribable violence, as to endanger the banks which flank it.

westward, and drove the ice off to the southward, from which, to all appearances there was clear water for a boat to proceed to Fury Beach, for a fresh supply of provisions. It was agreed that the most able-bodied men should be picked out, for the purpose of making a good boat's crew, and attempt to reach Fury Beach. Accordingly seven of the ablest men set off in a boat, and, having a fair wind, they got to the Beach in less than three hours. On their return, however, they were detained very much by the ice, nor with the utmost exertion could they reach the place where the other boats were, by two miles : they were, therefore, obliged to get the boat on shore under shelter, as the ice pressed in with such an overpowering force, as to render all navigation wholly impossible. From this place a messenger (J. Park) was despatched to Capt. Ross, informing him of the arrival of the boat, and requiring his orders as to their future proceedings, which were, that all hands were to hasten to the place where the boat was, and bring the provisions to Cascade Beach. It was not until the spring tides set in, that any prospect presented itself of getting the boat, that had been to Fury Beach, up to Cascade Beach, and then it was obliged to be tracked inside the heavy bergs, which were lying aground.

During the time, that they remained at Cascade Beach, which was nearly a month, the crew were, in general, on the look out for an addition to their allowance of provisions, in the shape of a hare or a duck, or, by way of novelty, even of a fox ; but even the very animals appeared to shun a place, which seemed to be usurped by desolation alone, and where she reigned in all her horrors in undisturbed sovereignty. Seldom did the sportsman penetrate into the country where the Victory was abandoned without being rewarded for his exertions, by an abundance of game and other indigenous birds ; but a whole day might be spent in the vicinity of Cascade Beach, without bagging a single bird. The chief motive of the men, in traversing the hills, was to look out for clear water, and they frequently amused themselves with building up monuments of stones, which, until corroded by time, will stand as the only and last memorial of the country having been visited by human beings, who first bro

the silence of its solitude, and stood on the summit of its hills, as if they were the last remnants of humanity.

During one of these excursions, as Mr. Light was travelling over a very high hill, for the purpose of tracing the heavy stream of water, from which the name of Cascade Beach originated, and the fall of which was estimated at not less than nearly 400 feet, he was surprised at a specimen of the cockle in its most perfect shape. The whole of the land in this part of the country is, however, nearly the same as in the vicinity of Port Bowen, in regard to minerals, with the exception, that at the latter place a greater quantity of agate and madrepore was found, but no cockles. North Somerset is the name of the mountains, from the south point of Fury Beach down to the extreme north point of Regent's Inlet. On the top of these mountains, there are a great many petrified worms, shell-fish, &c.; a piece of the horn of a rein-deer, as well as a piece of wood, in a petrified state, were also picked up; the latter was about an inch in circumference.

Here might the geologist and the antedeluvian stand and meditate, and wonder by what convulsion of nature, the remains of creatures of more temperate climes should be found imbedded in the rocks of a country, which may almost be considered as the boundary of animal life, and where their species could not possibly exist amidst the destructive influence of its rigorous climate. By what powerful agent, acting in the far-gone lapse of ages, was the piece of wood, which was found petrified in the mountains of North Somerset, carried to the place where it was found, at the distance, perhaps, of many thousand miles from the place of its growth. The disbeliever of sacred writ may here find something to ponder upon, and a glimpse of that light may shoot across his darkened soul, which guides the true believer to discover, in those little things, the mighty hand of the Lord, and to trace in them the proofs of the great and wonderful deeds, by which he has manifested his power to the sons of men.

Truly has it been said, that there is no picking up a pebble by the brook-side, but we find all nature in connexion with it.

Insignificant as might appear the petrifications, which the wandering seamen of the *Victory* picked up on the mountains of a sterile and desolate country, they are, nevertheless, the fragments of a mighty whole. The philosophical observer will ascend in his inquiries, from the pebble to the rock; from the rock to the mountain range, from the mountain range to the "great globe itself," from the globe to the system, with all its rolling orbs; from the system to the visible heavens "powdered with stars," from the visible heavens to the invisible and countless myriads of suns, systems, and erratic orbs, that are contained in illimitable space, and from those to the contemplation of space, time, and eternity.

" The whole up tracing from the dreary void,
The chain of causes and effects to HIM;
The world producing essence, who alone
Possesses being. '

It being the determination of Mr. Light to trace Cascade River, if possible, to its source, he walked along the banks of it for a considerable distance, until his progress was obstructed by a heavy patch of snow, which hung over the river from bank to bank. This he walked over for nearly a mile, when he got down at the further end, and went for some distance under the snow, until he was nearly wet through, when he relinquished all further search. He was induced to prosecute his research from the hope, that the river might lead him to a lake, in which some fish might be caught, but the task occupied him a greater time than he could be spared from his duties at head quarters. On his return to the boats, he descended into a valley, where he picked a number of cockle-shells out of the rocks; and on his arrival at the boats, he mentioned the circumstance to Capt. Ross, who determined to visit the place in person, for the purpose of obtaining some good specimens of the petrifications. The valley, in which they were to be obtained, was at a considerable elevation, and it was a task of no little magnitude for Capt. Ross to undertake, considering his extraordinary obesity, which, by the sailors, was compared to that of *Illictu*, who dwelt in the vicinity of Felix Harbour, and whose fat was near

three inches in thickness. The travelling was also excessively bad, and required no little agility on the part of the traveller, to prevent him from slipping into the pools and chasms, which presented themselves at almost every step, and which certainly could not be cleared by any saltatory motion, which the captain might be inclined to make, or which his corpulency would permit him to accomplish. It was considered a wonderful feat of engineering skill, to get the figure of the Duke of York to the top of the column, which, if the English people had any virtue or spirit in them, they would pull down again; and the individual, who attempted to get Capt. Ross up to the Cockleshell valley, discovered that he had undertaken a job, for want of ropes and pullies, which threatened to be attended with as little success as the discovery of the great object, of which they had been in search. By great exertion, however, exercised, in pulling, pushing, and dragging, he ultimately arrived at the valley, and obtained some very fine specimens of the petrifications. From the summit of an adjoining hill, Capt. Ross had a very clear view with his telescope; and, to the northward, he saw a vast expanse of clear water, which determined him to hasten his return to the boats, and to lose no further time in the prosecution of his voyage. They descended by a place, called Foot Bight, so named on account of a fox running away with a boot belonging to the cook.

The whole of the game shot during the stay of the party at Cascade Beach, was three hares, two of which were killed by Mr. Light, on the mountains, and the other was shot by Mr. McDiarmid. There was therefore a hare to each boat, of which sea pie was made, much to the gratification of the crew, who, some time, had not tasted a morsel of fresh meat. Abernethy shot some dovebies, a bird, which is very numerous in that part of the country, having its residence in the crevices of the rocks. The usual weight of the bird is about 12 oz.: they are far more numerous to the northward, but, owing to the long detention of the party at Cascade Beach, they had nearly all flown further to the southward.

By the time that Capt. Ross and the steward arrived at the

boats, the ice was making off from the shore, so that orders were given to make a move, when the boats were got down as far as Boot Bight, when a party went on one of the hills, to take a survey of the state of the ice; but there was a supineness, at this time, in the conduct of Capt. Ross, which excited the astonishment of the whole of the crew, and led them to believe that no disposition existed on his part, to take advantage of any favorable occurrence, that might present itself. At this time there was a very fine opening, but Capt. Ross did not seem willing to embrace it, until every one of the crew cried out, that it was shameful to see such an opening, and to let it pass, without taking the advantage of it.

After some time was spent in unprofitable procrastination, a move was made from Boot Bight, and they got down on the other side of Batty Bay; but, in the crossing of that bay, a strong breeze sprung up, from which, Capt. Ross' boat, on account of its being so heavily laden, and at the same time carrying so much sail, took the sea in at such a rate, that it was reported by Thomas, the carpenter, that the boat was half full of water; and at the same time that it was so lumbered up, that it was not possible to bail her out. The foresail was hauled down, which eased her a little, and a place was made, both fore and aft, for the purpose of bailing, the water being up to the knees. The other two boats hove to, and when all was right in Capt. Ross' boat, they ran in for some low land, that was seen to the southward; but it coming on to be very dark and dismal and the wind blowing tremendously hard, they landed on the beach, and pitched their tents, leaving the boats at anchor.

On the following morning, some of the lumber was got out of Capt. Ross' boat, viz. some spare shot, fifty fathom of whale line that had been used for a cable, and a cask of tamarinds. This, however, did not make much difference in the draught of the boat in the water: and it was expected by the crew, that Capt. Ross would leave behind him some large chests, the weight of one of which, was not less than six or seven hundred weight, as well as another chest, that was on the beach, containing several specimens, also, a carpenter's tool chest, as well as several

other small boxes and bags, all belonging to Capt. Ross, and the contents of which were not known to any one. As a proof, however, of the strict attention, which he paid to the gratification of his appetite, the following were the contents of the large chest packed up by himself, and soldered in canisters :— two canisters of boiled beef, two of roast beef, two of collared beef, two of seasoned beef, two of veal, two of mutton, two of carrots, two of parsneps, two of soup, two of carrots and gravy, two of flour, two of cocoa, four of biscuit : two, of the biscuit made in the Victory, and two, that had been on Fury Beach, with bread and many other things. It was the crew coming to the knowledge of circumstances of this kind, which excited so much ill blood between them and their commander; and who, as they had been frequently told by him, that it was life or death with them, ought to have loaded his boat with other things, than mineral specimens or carpenter's tools, of which there was already an ample supply in the regular carpenter's chest.

The beach where they now were, was called Tamarind Beach, on account of a cask of Tamarinds, that was left there. It was early in the morning, that they took their departure from this place, and the same night arrived at Monument Beach, which is the extreme north-east point of the inlet. This place was so called on account of some of the crew building a large monument, which, like the rest of them, runs the risk of never being seen again. On their arrival there, some of the crew went on a very high hill, with the telescope, to take a survey of the ice, but it was quite stationary in the direction, in which it was their intention to shape their course. They were every day anxiously looking out for a passage across the inlet; but it was the opinion of Capt. Ross, that the ice never broke up that far in Lancaster Sound, although, in that respect, the majority of the crew did not coincide with him. It was, however, their general opinion, that Commander Ross would have found his way over: and during their stay at Monument Beach, it was proposed, that he should take a certain quantity of provisions for each boat, and that he and the crew should make the

attempt to obtain a passage over the ice. Commander Ross expressed his willingness to try the hazardous experiment, but a decided objection was raised to it by Capt. Ross, who felt no great inclination to share in the hazard of the enterprise; nor, on the other hand, to see himself almost alone in a desolate and inhospitable country, with no other chance of escaping from starvation, than making his way back to Fury Beach, and there making himself as comfortable, during a long and tedious winter, as the resources of his own mind would allow him. All hope was now abandoned of getting across the sound; but previously to taking a final departure from Monument Beach, it was determined to take another survey of the state of the ice, and a party was accordingly sent to the summit of a very high mountain on the promontory, from which a view could be obtained of Prince Regent's Inlet, Barrow's Strait, and Lancaster Sound; but, as far as the eye could reach, an impenetrable mass of ice presented itself, forming a barrier to all further progress in that quarter, which it was in vain to attempt to overcome.

The anxiety and suspense, which now weighed upon every mind, may be easier imagined than described; the young ice had already assumed an alarming thickness, and the frost of one night might so block up the passage to the southward, that even the return to Fury Beach would be found impracticable.

During the stay at Monument Beach, which may be considered a part of Leopold South Island, in about the latitude of $73^{\circ} 56'$, and longitude 90° west, some slight symptoms of the scurvy displayed themselves, and the men were, therefore, allowed to take daily excursions on shore, during which they killed six foxes, all of which were eaten by the crew. Two hares were seen, but they were beyond the reach of the gun. The foxes, as well as the hares, were all white. The *Aurora Borealis* was visible almost every night, which enabled them on some occasions, to extend their journeys, which would not have been practicable amidst the cimmerian darkness of the northern latitudes. The view, which the crew had from the Promontory of Leopold South Island, is represented to be

been desolation in its uttermost extreme. A dead and disheartening silence reigned around them, broken at intervals only by the sound of their own voices, or the deep howl of the solitary bear, prowling on the ice in quest of its prey. The philosophic mind might have employed itself with the speculation of the use or necessity of such a vast portion of the globe being rendered unserviceable for the maintenance of human or animal life, whilst the solitary outcasts of nature, which inhabit it, appear as if placed on the verge of the dominion of creation, to mark the boundary to which the plastic power of nature can extend. It was altogether a scene by no means calculated to raise the responding spirits of the crew, for the prospect was before them, that the snow would be their death-bed, and their bones left bleaching in the northern blast, until consumed, perhaps, by the influence of a hundred winters—their dust wide scattered by the winds of heaven, and lost in the unfathomable abyss of annihilation.

It was not until the 23d of September, that they took their departure from Monument Beach, when they made a move out to the eastward, and bored the boats into the young ice; but it was not without the greatest difficulty that they got them on again, as the young ice had become so thick. This, however, may be considered to have been an attempt to reach the opposite shore, which was a distance of about forty-five miles, and it was that almost of the drowning man, who clings to the most fragile object, as the only remaining hope of existence. In this instance, however, fortune favored them, for they succeeded in getting back to Monument Beach; where, as the season was far advancing, and the provisions nearly exhausted, the men being put upon little more than two-thirds of a pound of bread and meat per day, they remained no longer than the opportunity presented itself of finding their way back to Monument Beach. Fortunately a wind sprung up from the northward to clear the inlet to the southward, and the journey was made, although under the most discouraging circumstances. The young ice was making so rapidly, that the men were obliged to keep the boats in a rolling motion, to prevent it from

closing in upon them, and literally choking them up. At this time, the men had no other clothing than what they stood up right in, their whole covering at night consisting of a blanket made in the shape of a sack, into which they crawled, and they drew the open ends over their faces. The chief object of making these bags was, that they could not get out their feet to be frozen. The method, in which the men frequently slept, was as follows:—Three trenches were dug in the snow, each capable of holding seven men, a covering of canvass was thrown over the trenches, and a layer of snow over the canvass: they then got into their bags or blankets, and huddled close together for the benefit of the reciprocal heat. There was an officer in each trench, viz. Capt. Ross, Commander Ross, and Mr. Thom. The blankets of the officers were lined with skin; but it is scarcely possible to form an idea of the misery and wretchedness, which the men endured in their terrible dormitories; the frozen snow was their bed beneath, and the cold, to which they were exposed, was, at one time, 32° below zero, or 64° below the freezing point of Fahrenheit; after encountering many hair-breadth escapes, from the treacherous state of the ice, they succeeded in getting eighteen miles to the southward, and were then obliged to haul the boats on shore, on account of the young ice making so rapidly, and the consequent danger incurred of having them frozen in. They remained in this place for two days, during which time they shot two foxes, which were eaten by the crew, as well as an old rook that was shot: in fact, although it could not be literally said that it was all fish, that came to their net, yet they shot whatever came within their reach; and that which, in their own country, would have been rejected with disgust, was, under their present circumstances, considered as a dainty morsel.

On the ice opening a little, some further progress was made, and, after being exposed to the most imminent danger, they succeeded in reaching Batty Bay, which was on the 1st of October. Here their progress was completely impeded by the young ice, and it was feared, that all further hope of reaching the Beach by the boats, must be abandoned. In this situation they were obliged to pitch their tents on the ice, not being able

reach the shore, the distance being about two miles. The cold was here so excessive, that one of the men lost the tops of his fingers, and there was scarcely one, who was not frost-bitten in some part of his extremities. The name of the man was Barney Lachy, and the accident was occasioned by his rolling an empty bread cask on shore, having no mittens on at the time. During the night, that they slept on the ice, they had scarcely fuel enough to melt a little of it for the purpose of making some cocoa, for which reason they were obliged to burn the lime-juice cask, and commenced cutting up the boat's cable as a part of their fuel.

Under these adverse circumstances, a consultation was held between Capt. and Commander Ross, as to the steps, which should be taken with the boats, as well as the measures, which were to be adopted, to secure their return to Fury Beach. It was agreed that, considering the rapid growth of the young ice, and the impossibility of reaching Fury Beach in the boats, that some time should be lost in the unloading of them, and then hauling them over the ice on shore, where they might remain housed over, until the breaking up of the ice, when they would be able to make another attempt to reach the seas frequented by the sailing ships.

The task of unloading the boats was commenced; and when it was considered, that every article was obliged to be carried over the ice separately, to a distance of above two miles, and some of the articles of a very heavy and cumbersome kind, an idea was then formed of the labor, which the men had to undergo, exposed during the whole of the time, to an intensity of cold, which it was thought scarcely possible for the human constitution to endure.

It was on the morning of the 2nd of October, that they commenced hauling the boats on shore, all the hands being put to the boat. With great difficulty they had succeeded in dragging about half way, when the ice suddenly gave way under her, she lay as snug as if she were in a cradle. Every effort was made to get her out again, but as fast as they hauled on the ice, it broke in again; and for some time it was ex-

pected that darkness would close in upon them, before they had got her clear, by which considerable risk was run, of ever being able to extricate her, as, by the following morning, she might be so frozen in, as to render it impossible to move her. Under this dilemma, the expedient was adopted, of putting a boat's mast under her bows: and the seamen having declared, that it *was life or death* with her, (a cant phrase, which they used on all occasions of a desperate nature, in mockery of their commander,) they applied their whole strength, and with a sudden jerk brought her upon the ice. They had not proceeded far when the boat again broke in, but, by adopting the previous plan, she was got out: and the ice becoming stronger as they approached the shore, they at last succeeded in landing her, and placed her about 30 feet above-high water mark. They then returned for the other two boats, experiencing the same difficulties and accidents in their transportation to the beach; but as the safety of the boats was now secured, the dangers, which they had undergone were forgotten. The crews of Command Ross and Mr. Thom, slept that night in the boats: but Capt. Ross, not relishing so cold a berth, had his tent pitched on the beach, where, with a fire in his stove, he enjoyed the comfort of a sound repose.

On the following morning, all was bustle to fetch away the things, which were still remaining on the ice: and loud were the murmurs of the crew, on seeing the rubbish, with which Capt. Ross' boat was laden, a great part of which, had it been burned on *Yakkee Hill*, or thrown as playthings for the whale, instead of subjecting the men to drag them from place to place, would have been only commensurate with their intrinsic value, and have impressed upon the minds of the men, some slight conviction, that all sense of feeling for their situation, was obliterated from his breast.

There being no prospect of conveying the things, by means of the boats, to Fury Beach, Capt. Ross issued his orders to the cooper, the carpenter, to break up three of the bread casks, make from them some sledges, as the vehicles for the transportation of the stores, provisions, &c. to Fury Beach. During

time that the carpenter was thus employed, the crew were busy in housing over the boats, and rendering them secure, until the following year, which was effected, by fastening them with their own anchors, and piling stones and other heavy articles over them, and then covering the whole with a layer of snow.

It was on the 4th of October, that they took their departure from Batty Bay, having a distance of 36 miles to travel to Fury Beach: it being rendered greater, on account of having to go round two bights, where the travelling was attended with the greatest difficulty, on account of the hummocks of ice, which were so numerous, that it was like drawing the sledges through a labyrinth: and frequently the passage appeared to be so completely blocked up, that the only way of making any progress was, by breaking through them, which would have occupied several days in the accomplishment.

Previously to leaving Batty Bay, 2 lbs. 10 ozs. of biscuit were served out to each man, and this scanty allowance was to last them until their arrival at Fury Beach, however severe and impetuous the weather might be, and however long they might be detained on their journey. They had not travelled more than two miles, before they were obliged to unload the sledges, in order to render them lighter, as the road was not passable for them, in the loaded state, in which they left Batty Bay. The sledges, that were taken out of the sledges, were left on the beach, without the ulterior view of fetching them from Fury Beach. During this time, that the sledges were unloading and repairing, the tents were pitched on shore, and the crew remained in them for the night. Early on the following morning they proceeded on their journey, leaving behind them two chests, containing instruments, instruments, &c. one tent, and several other articles. On that day they advanced only 10 miles, and again pitched their tents, the men, worn with fatigue and hunger, consumed their miserable allowance, with not a drop of any liquid to moisten except a lump of ice, which they put into their mouths to melt. On the fourth day, after leaving Batty Bay, they arrived at Fury Beach, and found that, in their absence, the foxes had taken possession of their house, but they immediately decamped

as soon as the rightful owners presented themselves. On arriving at the house, Capt. Ross stationed himself at the door, and proceeded to harangue his crew, the chief topics of which have been transmitted to us, although it has been omitted to state the degree of influence, which, like the speeches of other great men, it had upon the funds of the country. The first topic was, his sincere congratulations to his crew, on their return to and safe arrival at Fury Beach, which, he was convinced, they would ascribe to its only true and genuine cause, which was, the extraordinary talent and skilfulness, which he had evinced on every occasion, in which they could be called into action—the prompt and ready personal assistance, which he had granted in the alleviation of the great fatigue and labor, which they had lately undergone—the parental care, which he had, on every opportunity shown for the preservation of their health, and the promotion of their personal comforts—and, lastly, the extraordinary and unexampled instances of self-denial, which he had exhibited on various occasions, and which he had, no doubt, would remain for ever impressed upon their recollection, as the proudest and noblest traits of his character.

It was with the greatest satisfaction, that he announced them, that he continued to receive from all the tribes of the country, with whom he had entered into an alliance, the assurance of the continuance of their friendly disposition; and although on the other hand, he regretted to inform them, that the great question of the discovery of the North West Passage in the pursuit of which they had so nobly and gallantly spent the last three years of their life, was just in the same state of uncertainty, as when he ordered his steam to be got up at Woolwich, yet still it would be *the crown and glory* of their life, to say, that they had shared in the attempt, of which their monuments and other valuables, which they had left behind them, would be an irrefragable and everlasting proof.

It was also a source of great satisfaction to him, to inform them, that no immediate prospect presented itself of a death of starvation by hunger, although he considered it but proper in him to prepare them for such an event, should they not succeed in the

of the following year, in getting on board a whaler; he, however, made no doubt, that if such should be their fate to be starved to death, they would meet it with that calmness and resignation, which had hitherto distinguished them, since they were under his command; and *he should be ashamed of himself*, if the same fate threatened to befall him, if he did not exhibit that high fortitude and energy of character, which they had seen so strikingly displayed him, during the trying scenes, through which they had been lately destined to pass.

He was happy to inform them, that an estimate of the ways and means had been laid before him, and that, provided they kept their appetites within proper bounds, of which he professed his willingness to set the example, a sufficiency of provisions was on hand to support them through the winter; anticipating, at the same time, that the benefit of fresh meat would be frequently obtained from the indigenous animals, particularly the foxes, of which he gave them liberty to shoot as many as came within the range of their guns. It was also gratifying to him, to tell them that the stock of spirits was exhausted, with the exception of a small quantity, which he reserved *for medicinal purposes*; he having arrived at the conviction, from personal experience, that the use of spirits is attended with the most injurious effects, and that he is disposed to attribute the general good health, which the crew have lately enjoyed, to no other cause than an abstinence from the use of spirits.

As illustrative of this part of the speech of Capt. Ross, we may be allowed a parenthetical licence, and quote the 71st, 72d, and 73d questions, which were put to him by the committee of the House of Commons.

71st. "During how much of the latter part of the voyage were you (?) without spirits?"—"Fifteen months."

72d. "Do you attribute to the absence of spirits any portion of the health, which you latterly enjoyed as a crew?"—"I certainly do."

73d. "Had there been an abundant supply of spirits, and they had been taken freely, do you consider *your* health would have been so good?"—"I do not think it would."

We leave this part of the evidence without any further comment, than that it appears most strange, and almost inexplicable to our vulgar capacity, that, what was bad for the men, should be good for the master; at all events, there is no existing proof, that the health of the latter ever suffered from the periodical visitations to a square glass vessel, deposited in a corner of one of the chests, which the former had to drag over the hummocks of ice, the contents of which, however, were refused them, even in the character of a medicine.

The last topic, of that most senseless arrangement of English words in a state of juxtaposition, commonly known by the title of a King's Speech, is generally the most important; and as Capt. Ross could, with the greatest propriety, exclaim in the supposed language of Alexander Selkirk—

“ I am monarch of all I survey;
My right there are none to dispute ”

it may be naturally supposed, that the last topic of his speech partook of the royal character; and certainly to the men, who *pro tempore*, might be considered as the subjects of the viceroy of Boothia, the last topic of his speech was the most important, as it embraced the imperative restriction, that, although an abundance of provisions of all sorts were on the beach, not a man was to dare to touch a single article, until it was distributed to him in the regular manner, however keen his appetite or commanding as the voice of nature might be, that it should be satisfied. In return for their obedience in this point, it was promised that they should be put immediately on full allowance, and should continue so, as long as the stock of provisions would sanction the advance. To the seamen these were, indeed, “ joyful tidings in the desert;” and although we have no authority for stating, that an address was voted by the men to Capt. Ross, thanking him for his most gracious speech, and promising to take the subjects of it into their immediate consideration; yet with comparatively merry and lightsome hearts, they entered the house, and, whilst the stove was fixing by the engineer, they amused themselves with eating bread and sugar, which no school boy could have eaten with greater relish, and as soon as the stove

was fixed, and the fire threw its enlivening blaze over their chilly habitation, then, with the sincerest thanks to HIM, who fed Elijah in the desert, they prepared to make their evening meal, which consisted of dumplings and pea-soup, although, perhaps, not compounded exactly according to the recipes of Dr. Kitchener or Mrs. Glasse; after which, they turned into their blankets, and their rest was doubtless as sound as that of those, who were reposing on their beds of down, and under their canopies of costly silks.

On the following morning, the wind came round, blowing tremendously hard, continuing with undiminished violence until the 8th. During the interval of the 5th to the 13th, the men were employed in repairing the house, and building a snow wall round it, about nine feet thick. In the erection of this wall, however considerable inconvenience was felt from the want of water, as they could not afford to waste their fuel in the melting of the snow; and, on the other hand, it was found impracticable to build the wall in a solid manner without water, which, being immediately frozen on its application, served the purpose of mortar in the adhesion of the slabs of snow, and also closed up any interstices, which might be left, through which the exterior atmosphere could penetrate. In this dilemma, they had no other alternative, than to have recourse to their own urine, for the preservation of which, a cask was kept in the house, and with this liquid the wall was completed.

The engineer was now set to work to build an oven for baking bread, there being an ample supply of flour amongst the Fury's stores, and the stock of biscuit, which they brought from the Victory being nearly exhausted.

Preparations were now made for the equipment of a travelling party, for the purpose of bringing the things away, which had been left at the first station, about four miles from Batty Bay. Fourteen men were all, that could be spared from the crew, the remainder being disabled by illness, partly arising from the scurvy, and partly from the loss of the use of their limbs by the intensity of the frost.

Although the men had weathered three winters, with the thermometer sometimes at 50° below zero, yet they unanimously de-

clared, that they never felt the cold so severely as on this expedition to Batty Bay. The thermometer, indeed, was only 10° below zero, but the men attributed the excessive cold, which they felt, to the difference in their clothing, which was any thing but calculated to protect them from the influence of the frost; and, at night, their housing was so bad, as scarcely to deserve the name of a covering. One night, whilst they were 10 miles from Batty Bay, their tent was entirely blown away, and the snow-drift at the time so heavy and piercing, as almost to cut them in two. When the accident happened, the men were all asleep, rolled up in their sacks; and, on suddenly awakening, their feelings can scarcely be described, when they found themselves nearly covered with heavy drifts of snow, and the wind driving it against them with a fury scarcely to be resisted.

Six days were occupied in the transportation of the things; on the 18th, they got back to the beach, and happy were they to find themselves once again in their snow house. So comparative is the happiness of man, that that, which, at one period is regarded with indifference and contempt, as being incapable of administering in the smallest degree to our personal comfort, is found, at a future time, to be possessed of some extraordinary advantages, and from which a positive degree of happiness is to be derived. An individual, properly to appreciate the benefits of fortune, ought previously to have been familiar with misfortune: and a man, who, sleeping under a tent, in the 74th degree of north latitude, suddenly awakens, and finds his tent blown away, with an arctic snow storm driving in his face, feels himself in a state of comparative comfort, when he is housed between four walls of snow, with a cheerful fire, throwing genial heat around him, and the cauldron bubbling with the rinceous meal.

The most valuable acquisition obtained by the crew, by the transportation of the stores from Batty Bay, was, one of the stoves, which had been brought from the Victory. There were originally, three stoves, one to each boat: one of them was brought away, when they took their departure from Batty Bay; the crew had now brought another, and the third was left un-

the boats, at the place just mentioned. There was now a stove for the officers' room or cabin, as it was called, and one for the berth of the seamen; and there being no scarcity of funnelling, the engineer was set to work so to distribute the funnels, that the warm air might be diffused through every part of the house. Notwithstanding, however, this arrangement, the men complained most bitterly of the cold, which they had to endure—one stove not being adequate to impart a sufficient heat for 16 men, or that they could all enjoy the benefit of it at the same time. There were only four persons to the stove in the officers' berth: Capt. Ross, Commander Ross, Mr. Thom, and Mr. McDiarmid. The cold was at times so intense in the seamen's berth, that they could not rest in their blankets, but were obliged to walk about the whole of the night, to keep life within them. During the middle of the day, that the cooking was carried on, (for nothing was allowed to be cooked in the officers' house,) the temperature of the sailors' berth was seldom higher than 20 or 25 above zero, and at night it has been known to be 30 below it. Every drop of water, that was used, was obtained from melted snow, which, however, could only be gathered in calm weather, for the men found it impossible to withstand the severity of the drift, when the wind was even moderately strong: but, on those days, and many there were, that it blew a gale, there was no such thing, as the sailors termed it, of projecting their noses out of the door, for fear of returning with the major part of it cut off. To add to their desolate condition, the sun was now about to leave them; and the dismal prospect presented itself, of three months of utter darkness, with the exception, now and then, of the flitting coruscations of the aurora borealis, which increased the density of the after darkness.

The sun, though
Shorn of his glory, through the drear profound,
With melancholy aspect and dull orb,
Looks on the day, while he strives to pierce
And dissipate the slow reluctant gloom—
Seems but a rayless globe, an autumnal moon,

That yields opaque, the purple zone of eve.
Lo! now he conquers, now subdued awhile,
Awhile subduing, the departed mist
Yields to a brighter beam.

One of the first plans, that was put in operation, was, the fitting up of some bed places for the crew, of which eight were to be made, four on each side of the house, and each sufficiently capacious to hold two persons; when these were finished, the carpenter was employed in constructing some cot frames, whilst the crew busied themselves in the making of some mats or quilts to cover them, one for each bed-place; and they now enjoyed the comparative comfort of a wooden bedstead, to one of frozen snow.

The last time, that the sun was visible, was on the 14th November, on which day the thermometer stood at 32° below zero, or 64° below the freezing point of Fahrenheit.

By the 1st of December, the house began to assume the appearance of a regular establishment:—the bed-places were completed; the oven, which the engineer had made of the copper belonging to the *Fury*, and constructed on Slater's principle, was put up; a mess table was run along the middle part of the house; four bed-places were made for the officers, and a table in the middle part, so that from the officer's mess berth, each door opened to their respective cabin. The stove was placed at the front of the table, the funnelling was carried under it, and thence to the outside of the house. Two out-houses were built on the outside of the house: one for the reception of lumber; and the other as a snow-house, which was regularly filled with snow whenever the weather would permit.

The general state of the health of the crew, was, at this time, by no means of a favorable nature. John Wood; Anthony Buck, the blind man, and Thomas, were very ill of the scurvy; Henry Ayre, the cook, affected with the rheumatism; Barnum Lachey, with the loss of the tops of two of his fingers, having been frost-bitten at Batty Bay; and the last on the list, the poor George Taylor, who was again frost-bitten in travelling.

from Batty Bay to Fury Beach, but who, nevertheless, contrived to hobble along on his stump, receiving from his comrades, every assistance, which it was in their power to bestow.

It is with great reluctance, that we enter upon the relation of some particulars respecting Taylor, which, we sincerely hope, for the sake of humanity, and the personal character of Capt. Ross, are not founded on truth. Our authority is in existence, and we give the statement upon the credit of his veracity, and the great improbability of a charge of so serious a nature, being the result of invention, dictated by malice or ill-will. We are perfectly aware of the strong prejudice, which existed in the minds of the majority of the crew against their commander, and that they were, consequently, disposed to attach to his actions the most sinister motives, and to view his general conduct through the distorted medium of an inveterate dislike. But severe as we may be represented to have been, in our strictures on certain parts of the private and professional character of Capt. Ross, as far as relates to his conduct during his last voyage, we have still, very frequently, only given the outline of the transaction, refraining in the spirit of mercy and compassion, from filling it up with those dark shades, which were ready at our hand, and which were presented to us by the individuals themselves who were the victims, and who could not be actuated, by any motive of interest, to exaggerate the circumstance: nor to impose upon us with their fabrications. With the knowledge, however, of the propensity, which appears to be inherent in the human character, of attaching a degree of criminality to the actions of another, in proportion to the prejudice, which has been imbibed against him, we should have felt disposed to have looked upon some parts of our information, with an eye of suspicion, had they reached us upon the authority of a single individual; but when the same information comes to us, corroborated by the authority of others, we cannot refuse our belief to it, nor consent to its omission, from a false sense of delicacy towards the feelings of the individual, by whom the act was perpetrated, and who ought to be branded with everlasting infamy, if the crime can be brought home to him. We have,

in our progress through this work, examined the conduct of Capt. Ross, abstractedly, as the Commander of the Victory, and, as an individual, who had taken upon himself the arduous task of the discovery of the North West Passage; we have never trespassed beyond those two relations, nor ventured upon a disquisition of any part of his previous conduct, which had not an immediate reference to the subject under our immediate discussion. That he was able, in the mere character of a mariner, to take upon himself the command of the expedition, we should stultify ourselves, were we to deny it; but that there were certain traits in his character, which wholly unfitted him for so important and responsible an office, is a fact, which was proved in every stage of the expedition, and which, even if the appearances had been favorable, would have gone a great way to frustrate the object, which it was his endeavour to attain. The circumstance, however, which we are now going to relate, has no reference to his professional character, it concerns him as a man; and for the sake of the character of the species, to which he belongs, for the sake of his own character, as holding a high rank in his majesty's navy, and in respect for the station, which he holds in society, we sincerely hope, that he will be able to refute the charge, which his crew have brought against him, and, we are certain, that he ought to be grateful to us for the opportunity, which we now afford him, of washing off a dark and damning spot from his character, which, at present, clings to it, like blood on the hands of the murderer.

The circumstances, under which George Taylor had his foot so frost-bitten, as to render amputation necessary, has been already related, and the burden, which he became, in consequence, upon the labor of the crew, after the Victory had been abandoned. On the journey from Fury Beach to Batty Bay, poor Taylor was in one of the boats, what the lumber of Capt. Ross was in the second, and Capt. Ross himself in the third—a dead weight upon the efficient part of the crew. When it was found necessary to abandon the boats, and to make the best of their way back to Fury Beach on foot, the case of Taylor became one of serious consideration. The distance from Batty

Bay to Fury Beach was about 34 miles; but the circuitous route, which they had to take, increased the distance to about 40. The sledges were made for the transportation of some of the immediate requisites, but not of sufficient strength to bear the weight of a man, in addition to the necessary cargo. Under these circumstances, the conveyance of Taylor, by means of the sledges, was considered as next to impracticable; and, therefore, the question was raised, whether it were possible for him to hobble on his stump, and, if that could not be accomplished, in what manner was he to be got to Fury Beach? The whole of the crew proffered their aid towards rendering the conveyance of him as easy as possible; but a very different plan was suggested by Capt. Ross, and that was, *to leave the poor fellow behind them!!!* If this horrid suggestion be founded in truth, Capt. Ross must, at the time, have been under the dominion of some fiend of hell, for from no other source could such an infernal idea have been poured into his mind. The blood chills along our veins, when we contemplate the dreadful sufferings, which a human being must undergo in such a situation, before death could kindly interpose to put an end to his agony. An act like this might have been contemplated by a Nero or a Domitian; but that a christian, in the 19th century, should have exhibited such an instance of deliberate cruelty, staggers our belief, and imposes upon us the task, which we willingly undertake, of giving Capt. Ross an opportunity of contradicting it. The words of our informant, are as follows, "*It was at leaving the boats (at Little Bay), where Capt. Ross wanted to leave George Taylor behind; the man who had lost half his foot.*" Discrediting this statement altogether, we made application to another individual, who was on the expedition, and from him we received a verbal confirmation of it. There are few acts, which will bear parallel with it, in the whole range of the crimes, which, from the murder of Abel, have stamped the human race with ignominy. Instances, indeed, are on record, of brutish captains leaving their men on uninhabited islands, and the vengeance of offended humanity has in time overtaken them; but steeled in hundred fold cruelty must be that individual, who, because a

worthy man had been maimed in his service, and had become a burthen upon the personal labor of his messmates, was to be doomed to suffer one of the most horrid deaths, which the human imagination in its utmost stretch could devise. But that Capt. Ross was this man, we cannot, under any circumstances, bring ourselves to believe—that he could for a moment entertain even the thought of abandoning a helpless cripple in a desolate country, where not the slightest prospect presented itself of an escape, is so revolting to every idea, which we have formed in our minds of a human being, who, the same moment, was perhaps raising his hands to heaven in prayer, for his deliverance from the troubles, by which he was assailed, and who was invoking that God, who, according to his own words, had guided and directed all his steps, and who had provided effectual means for his preservation; we repeat it, that a man, who could accomplish such a diabolical act, as the one we have been describing, must be stricken to the earth with shame and confusion, when he looks to that God, without whose knowledge not a sparrow falleth to the ground.

We shall pass over this subject without any further comment. Our motive in the discussing of it has not been to impute the commission of so barbarous an act to Capt. Ross, but to give him an opportunity of purifying his character from a stigma which will otherwise cling to his name for ever, and purge it from that odium, with which it is at present mentioned, in those quarters where his actions, during the whole of the expedition, have been so freely canvassed.

The chief employment of the men, during the whole of the winter, was patching, mending, and covering their wearing apparel with canvass, for, in regard to clothing, their prospect was of the most discouraging kind. The indigenous animals were few, from which they could obtain any skins, as the fox seemed to possess the sovereignty of the country, with now and then a wolf or a bear as an occasional visitor. The stock skins and clothing, which Capt. Ross had been nearly three years in collecting, and which were at one time sufficient to equip the crew of a man of war of 74 guns, were all left in the

flour-tubs in the hold of the Victory: and therefore, as the country, unlike that in the vicinity of Victory Harbour, furnished few or no animals, from which a supply of skins could be obtained for the manufacture of clothing, the crew were under the necessity of patching up their clothes in the strongest manner possible, as not one of them had a single dress but what he had in wear, and the uncertainty before them, of how long the time would be before they could equip themselves afresh. On this subject we shall have some curious information to give, when we come to describe the manner, in which Capt. Ross distributed the money, which the Lords of the Admiralty advanced for the payment of the wages of the men.

When the *Fury* was abandoned, she had on board a considerable quantity of canvass, interwoven with worsted, which was intended for her housing in the winter. At the time when the provisions, stores, &c. of the *Fury* were put on the beach, in 1825, the canvass was spread upon it, for the purpose of containing the coals; and during the time that the crew of the Victory wintered there, every one of them was anxious to obtain some of this canvass, which, with the exception of the provisions, was, in the opinion of the sailors, the best friend they had met with in that part of the country.

The principal use, to which the sailors applied the canvass, was, first to draw out the worsted threads, then tying them together with a weaver's knot, and having obtained a sufficient quantity, they proceeded to make a needle, of the workmanship of which the needle-makers of Whitechapel could not possibly be jealous, and then with the worsted they made some gloves and mittens. Commander Ross had four needles made, where-with he employed himself in footing and darning his own stockings, as well as making for himself some muffetees. Being, however, to the indisposition of Thomas, the carpenter, considerable difficulty was experienced in removing the things, for the purpose of getting at the canvass; and Shreeve, who is the carpenter's mate, was too busily employed in the fitting up of the interior of the house, to render them any assistance. The chief employment of the carpenter at this time, was, the

flooring of the house; the seamen's berth being floored with the staves of the empty casks, which were very plentiful on the beach, and the officers' berth, with planks.

An attempt was at this time made by the steward, to make a pack of cards from the tin of the canisters, from which the preserved meats had been taken, but they were found to scratch too much; which put his ingenuity to the test, to discover some other method of accomplishing his task. He therefore took one of the pickaxes, and dug out of the ice and snow, two boxes of candles, for the mere purpose of obtaining the paper, in which they were wrapped, which being cut into pieces of the shape of cards, were pasted together until they attained the necessary thickness. The engineer then made four moulds, representing Clubs, Spades, Diamonds, and Hearts. They were, however, all of one colour, namely black; but, nevertheless, the sailors contrived to beguile away many a wearisome hour at cribbage or put. Thomas, the carpenter, made a board and a set of chess men for the use of the cabin; but Capt. Ross having been himself so often checked in reality, during the voyage, soon grew tired of being checked in sport: and the kings and queens and bishops of Fury Beach met with a fate, which, if it could be visited upon some of the kings, queens, and bishops of certain other countries, it would be conferring an inestimable blessing upon those, who have to contribute the greater portion of their hard-earned wages for the support of the useless pomp, the extravagance, and the vices of royalty and episcopacy.

During the winter, a considerable number of foxes were killed; indeed there were not four Sundays throughout the winter, that the officers had not a roasted fox on their table for dinner. On Christmas-day, there were four foxes baked in the oven, for the dinner of the officers and men. But, instead of Booth's cordial, or Barclay's entire, they were obliged to be satisfied with lime juice; this however refers only to the seamen's berth, for the snow not being of a transparent nature, the seamen could not discern the proceedings, that were going on in the officers' berth; but, from certain effluvia, that by some means penetrated through the porosity of the snow, a conjecture

was formed, that lime juice was not the only beverage, with which the officers regaled themselves. With some difficulty a plum-pudding was concocted; but the plums were in very bad condition, it taking all the crew a whole day, to pick out a sufficiency to make two puddings, one boiled, the other baked.

The new year 1833 came in with strong northerly gales, and heavy drift, which confined the men to the house, and protracted the recovery of the sick. The duty imposed upon the men was very trifling; they were obliged to take exercise whenever the weather would permit them, and their principal labor consisted in carrying snow to the house, fitted up as its receptacle.

On the 2d of February, they experienced the indescribable satisfaction of again beholding the sun, which, like a coy and modest virgin, just showed them a glimpse of its beauty, and then retired. The period of the absence of the sun was eighty days; and the feelings of the men, when they first caught a view of its upper limb, can only be compared to those of the Peruvians, who fall down and worship it as their God; it was to them the harbinger of brighter days, and the light, perhaps, that was to guide them on their perilous journey to their native country.

On the 7th of February, to the astonishment of the whole crew, two rein-deer made their appearance, at some distance from the beach. Such a circumstance was never known to occur before the latter end of March, or the beginning of April; but so convinced that they were actually rein-deer, Commander Ross and Abernethy went after them; the duration of the daylight was however so very short, that they were soon obliged to give up the chase, but not till they had ascertained the point, by the tracks of their feet in the snow, that the animals, which they had seen, were in reality rein-deer.

On the 8th of February, Chimham Thomas, the carpenter, departed this life, to the particular regret of Capt. Ross, to whom his services, in the way of his trade, were invaluable. He, however, left an able substitute in Robert Shreeve, but still the want of a man at this juncture, was of the most serious conse-

quence, and especially one whose skill, as a ship carpenter, was universally acknowledged. He appeared, however, to have died without the slightest impression of religion on his mind; and although he had a wife and child in England, he never mentioned their name, nor even sent them a dying request. The day after his death, he was sewed up in his blanket, and put into one of the snow houses, but, before he was removed from his bed-place, he was as hard as a rock. He remained in the snow house for nine days, before he could be buried; the weather being so severe, that the men could not dig his grave. Even after a labor of ten days, his grave was not above a foot deep; and on the 16th he was buried, the whole of the crew that were able following the corpse, Capt. Ross leading the funeral procession. Whilst reading the burial service, he had his spectacles on, but his breath got on the glasses, and becoming immediately frozen prevented him from reading the remainder. He, however, managed, after making a few blunders, to finish the service, and the corpse was covered over with the gravel of the beach. A monument was built on the top of his grave, with a piece of wood in the middle, and a small plate of copper nailed to it with his name, age, and trade, engraved upon it, according to the best manner of the engineer. No epitaph was attached to it, as that particular art of lying had not at that time been introduced into the country, where Fury Beach was situated.

The crew were now reduced to twenty, and they were under a daily expectation of losing Buck and Wood, whose constitutions were unable to endure the continual fatigue and hardships, which they had lately been exposed, and which had been more trying and severe, than had ever been experienced at any previous part of the voyage.

During the time, that the sun was above the horizon, which during the month of February, was not above an hour, the crew were obliged to take their regular exercise whenever the weather would permit; but when adverse, they amused themselves in various romping games inside the house, by which they managed to keep their blood in active circulation, at the same time that it tended to check the growth of the scurvy.



which had shown itself in several cases, in rather an alarming degree, and which, in fact, had proved the death of Chimham Thomas.

As the day-light increased, the officers and some of the crew went on a shooting expedition, and, on one occasion, they shot two bears, and saw a wolf, at which they fired, and severely wounded him, but he contrived to make his escape. Commander Ross followed him, by the track of his blood, a considerable distance, but the day-light closed upon him, and he was obliged to relinquish the pursuit. It was on one of those occasions, that the crew were threatened with one of the greatest calamities, which, under their present circumstances, could possibly have befallen them, and which would inevitably have plunged the whole of them into a state of the deepest despair and disconsolation. The calamity was no other than the death of Capt. Ross himself, which was likely to have ensued from the rather too forcible embraces of a bear, which had been attracted to the place where he was reposing, by some particular odour grateful to his olfactory sense.

The weather being propitious, Commander Ross, with a chosen party, set out on a hunting expedition, one aim of which, was, to obtain possession of the body of the wolf, which had been seriously wounded on a former day, and which it was not thought possible that he could survive the wound. During their absence Capt. Ross, for the purpose of communing with himself on the difficulties of his present situation, and at the same time luxuriating in imagination on the honors that would be paid to him, should he succeed in reaching the shores of England, determined to compose himself on his bed of skins, whilst his head reposed in soothing softness on his downy pillows.

We believe that Capt. Ross may, at one period of his life, have read *Tristram Shandy*, in which it is stated, upon the authority of Mr. Shandy himself, that man cogitates upon some objects, better in a horizontal position than in any other; and therefore as it may be rationally concluded, that Capt. Ross had, at this particular period much to cogitate upon, there cannot be the slightest blame attached to him, if he placed himself

in that position, in which the cogitating powers are most successfully and efficaciously called into action. Silence is one of the great nurses of thought, and for a time the hum of busy man had ceased around him: and if he could have found any pleasure in the thought, he might have fancied himself another Alexander Selkirk—or the last man of creation—or even the wandering Jew, on whom the eternal curse had been pronounced, that he should “walk on” for ever; and that, by some mischance or act of ignorance, he had extended his walk as far as Fury Beach, although he perhaps could not there find any human happiness to blight with his pestiferous breath. Not more intensely was Newton absorbed in thought, when the apple fell, and the power of gravitation stood revealed to him, than was Capt. Ross, in his recumbent posture, pondering, perhaps, on the treasures, which he had left behind him, in the vicinity of Victory Harbour, or on the exact degree of longitude in which he was to inform the Royal Society of London, that he had discovered the position of the magnetic pole: when lo—an unearthly sound struck upon his startled ears, which to his senses appeared as if it came from some object above him, but whether it was a benignant spirit of heaven, that had alighted from a sun-beam, to whisper strength and consolation to him in the darkness of his desolation; or whether it was the dread spirit of futurity, that had come with the book of fate, to exhibit to him the page, on which Fame had inscribed his name in indelible characters, as one of the great ones of the earth, on whom immortality was to be bestowed—are momentous questions, which no one will be disposed to impute stupidity to Capt. Ross, on account of his incapability to solve them. The noise, however, increased, and the sound of footsteps was distinctly heard, slow, stately, and solemn, and with a heaviness as if some dreadful incubus were prowling on the roof, with determination to work a passage through it, by the mere pressure of his ponderous frame. With knitted brow and agitated frame—with hair erect as that of the crooked-back tyrant, when awakening suddenly from his sleep, in which he had seen the ghosts of the murdered stalk before him—so

Capt. Ross raise himself from his couch, in dread expectation of the horrid apparition, that was in a short time to burst upon his alarmed vision. Summoning all the fortitude inherent in his nature, in a deep and sepulchral voice, he demanded to know the name, condition, and more than all, the intent of the base disturber of his refreshing slumber. Again he called—again and again—but no satisfactory answer met his ears. Strongly was now the conviction impressed upon his mind, that the visitant above him, could not be of human shape—but what other shape to give it, celestial or infernal, maritime or terrestrial, biped or quadruped or multipede, set all his reasoning powers at defiance.

Suspense to some minds is a species of insufferable torture: for to them 'tis better to know the worst, than to live under the dominion of an alarmed imagination, which converts the flitting shadow into substantiality, and in the sullen moan of the wind, hears the groans of the dying. Impelled by the spirit of desperation, Capt. Ross sprang from his couch, and standing erect in the noble attitude of defiance, raising his eyes to the roof, he exclaimed,

What dost thou there, thou midnight hag above,
Thus to break in upon my peaceful rest.

No answer was returned to the solemn invocation; whilst, on the other hand, the mysterious visitant continued to step lightly along the roof; and once a sound came upon the ears of the astonished tenant of the house, as if it were the snuffing in the nostrils of some tremendous animal, who might perchance have scented the contents of his provision bag. Resolved to be kept in the agony of suspense any longer, Capt. Ross cried out,—“Avast! you there above, by G—d, but you will be enough the roof.”—Even this short intelligible application was unattended to; when, prompted by “the sweet little scrub, who sits up aloft, to take care of the life of *poor Jack*,” Capt. Ross applied his eye to a kind of loop-hole in the wall, which was made for the admission of light—when, horrible to relate, the dread reality burst upon him, in the shape of an

enormous bear, who had selected him as the victim to be hugged to death, within his shaggy paws. Deliberation were now tantamount to a certain death, and not one by any means, which an officer of his Britannic Majesty's navy much less Capt. Ross would wish to die. With a noble presence of mind, characteristic of the genuine hero in the hour of danger, Capt. Ross seized a loaded musket, which a kind and providential destiny had just placed within his reach, and levelling it at the monster, lodged the bullet in some part of his ursine carcass. It was a reception, which the animal had not been accustomed to meet with in his native country, and not wishing for a repetition of it, he betook himself off, as fast as his wound would allow him.

The historian of the Life of Nelson dwells with compatriot pride on the battles of the Nile and of Trafalgar, and we, as the historian of the most memorable years of the life of Capt. Ross are, on the same principle, animated by the desire to delineate in the most glowing colours, those events which may be considered as the greatest of his achievements, and on which he founds his claim to the respect and gratitude of an admiring posterity.

Many days, however, had not elapsed before, perhaps, the very bruin paid the forfeit of his audacious attack on the person of Capt. Ross, for not only himself, but another of his tribe, fell victims to the unerring shots of the steward and Abernethy. One of the bears was skinned and quartered, and his flesh hung up on a triangle, as a decoy for other bears; the other bear was also skinned, whilst he was yet warm, and the sailors hit upon the stratagem of taking the carcass down to the beach, and then placing him on his all-fours, which was easily accomplished, as, half an hour, he was as hard as marble. A piece of iron hook was stuck into him for a tail, and at a distance he appeared exactly as when he was alive. The carcass was not long there before it was visited by another of the same species, who began immediately to gratify his appetite with the flesh of his former companion. In his eagerness, however, to gorge himself with the abundant meal, that was before him, he capsized the frozen mass, when a volley from the sailors, who were lying in wait

him, made him betake himself to the ice, but he had not proceeded above fifty yards, when he staggered and fell. A sledge was immediately got out, and he was brought to the house. This was the third bear, which had been killed in two days, their skins proving highly acceptable, as articles of clothing and bedding. In the gall of the latter bear, a substance was found as hard as a stone; he had also been in conflict with another bear, as he was very severely wounded in the thigh.

Early in the month of March, they saw the first dovekey, which was shot. It was swimming about in a little pool of water left by the tide, and was considerably whiter than they are generally found to be. This was, however, attributed to its age, it being evidently a very old bird. These birds generally make their appearance about the beginning of May, and sometimes they are as late as the beginning of June; it was, therefore, considered to be a very rare thing to see one as early as the month of March, and the sailors thence drew the favorable omen, that the approaching season would be comparatively mild and temperate. Two or three hares were shot about the same time, but they were kept for the use of the sick, and issued to them in small proportions, for the purpose of making mess.

The allowance of provisions, that the men had on Fury each, was nothing more than preserved meats and lime juice, which, as an antiscorbutic, was certainly highly beneficial, but, as a general beverage, was rather of a weakening nature. Amongst the preserved meats, there was a considerable quantity of veal, which was the only meat, that the crew did not like. Of this meat, every man was allowed a pound for his week's consumption, but before it was distributed, the jelly and the fat, that were on the canisters, were taken off for the use of the sick: half a pound was distributed on Thursday, and half-a pound on Friday, but it was literally as dry as a horn, and not a morsel of salt wherewith to season it. The officers had their choice of the different meats, as well as meat every morning on the breakfast table. About 16 lbs. of tea were brought from the ship, for the use of the sick, but the officers used it every

night in the cabin for tea, the crew regaling themselves with coffee made of peas.

In the beginning of April, preparations were made for travelling: the first thing being done was, to get some of the bread casks up to the house, for the purpose of packing the bread, for, unfortunately, there was a great quantity of bad bread amongst the Fury's stores. Each cask was emptied on a sail, and the cask burned out, and the picked bread put into it. Then all the provisions were collected, that were intended to be carried down to Batty Bay:—they consisted of 2500 lbs. of bread in casks, and 60 lbs. in a bag, 1400 lbs. of preserved meats, 520 lbs. of sugar, 190 lbs. of cocoa, 50 lbs. of pea coffee, 4 cwt. or nearly half a ton of coals, 20 gallons of lime juice, independently of the weight of all the casks and other articles, all of which, upon a close calculation, amounted to seven tons, which had to be dragged down to Batty Bay, a distance of 32 miles, over hummocks of ice, and hills of snow. It was computed, that the above quantity would make fourteen sledge loads, but there were only thirteen working hands, sufficient only to man two sledges; so that it was found practicable only to take two sledges at a time, to the distance of about 8 miles, and then to return with the empty ones. On the following day, a similar trip was taken, if the weather permitted, thus making a distance of 56 miles, which the men had to travel, and yet they could only say, that they were eight miles on their route. The chief part of the duty in April, May, and the beginning of June, was the transportation of the provisions to Batty Bay.

Considerable anxiety was felt as to the condition, in which the boats would be found at Batty Bay, as on them they depended for their deliverance from the inhospitable regions, in which they had existed for the last four years; and therefore it was thought advisable to send a party forward to the bay, to ascertain the condition of the boats, before the whole of the provisions were removed from Fury Beach. Accordingly, a party set out, and on their arrival at Batty Bay, they were rejoiced to find, that the boats themselves had not suffered ma

terially from their exposure to the rigour of the climate. but that in regard to their provisions, they were found to have been chiefly consumed by the foxes. In fact, to all appearance, the animals had selected the boats as their winter quarters, making free with every article wherewith they could satisfy their hunger. The pork and beef were nearly all consumed, and by way of a succedaneum, they had eaten the tops of the steward's sea boots, as well as the leather off the thowl pins, and almost the whole of the tarpaulins, in fact, nothing appeared to have come amiss to their rapacious appetites.

On one occasion, one of these audacious animals actually came into the tent, when the men were supposed to be asleep, and made a snap at the flame of the candle, by which he singed his whiskers, which induced him to take his departure to recover himself from the mistake, which he had made. In a short time he again made his appearance, and one of the men attentively watched his motions. For a short time he took a survey of the different objects around him, when on a sudden, he pounced upon a southwester cap, belonging to the engineer; and although the person, who was watching him, threw a wooden candlestick at him, with the hope of arresting his progress, he got clear off with it.

The whole of the things were, after great labor and fatigue, got down to Batty Bay, and placed alongside of the boats; they were then covered over with the boats' sails, and the beach of Batty Bay had now the appearance of a second Fury Beach. Having now secured the provisions, as well as possible, from the predations of the foxes, the crew returned to Fury Beach, where they found Wood, Buck, and Ayre extremely ill, and wholly unable to bear the fatigue of travelling, without being carried. On this account, and influenced by the hope, that a change might take place in the health of the men, Capt. Ross proposed that their departure from Fury Beach should be deferred a few days, and, in the interim, that a party should be sent to Garry Bay, where the ducks were known to resort in great numbers, and endeavor to obtain a supply of fresh food for the

crew. Accordingly Commander Ross, with a party, set out, and they were absent about five days. They found the birds to be very shy, bringing home only 20 king and queen ducks; on the other hand, however, the dovekeys were very numerous, which furnished the crew with some good materials for sea pies, &c., and which proved a relishing meal, after the diet to which they had been accustomed.

It was on the 29th of June, that the crew returned from Batty Bay, and during the interval to their final departure, they were employed in junking up the cable, gathering all the coals, repairing the house, and placing every thing in such a safe position, that it might be readily got at, in case they should be obliged to return, and pass another winter in their comfortless dwelling. They left as much coal upon the beach as would last another winter; there were also 30 casks of flour, each weighing 504 lbs., and 12 casks of 336 lbs.; 11 casks of sugar, each weighing 372 lbs.; a few kegs of lime juice, and a large quantity of parsnips, carrots, soups, &c., but there was not a single canister of meat left.

The engineer was also busily employed in making three new stoves for the boats, on a different plan than those of the Fury, with the view of economising the fuel, and decreasing the amount of their weight. The stoves of the Fury weighed, on an average 80 lbs., whereas those, which the engineer now constructed, did not weigh more than 22 lbs. The engineer also made several other things, which were necessary for the boats, particularly cutting up some of the Fury's ice saws, for the purpose of ironing the bottom of the sledges. Previously to the departure from Fury Beach, the carpenters were employed in preparing three sledges for the conveyance of the sick men down to Batty Bay. These sledges were fitted with four uprights, and a canvass mat hauled out to each corner, on which the men were laid, riding in the manner, as if they were laid in a cot, the whole of the way to Batty Bay.

The final departure from Fury Beach took place on the 8th of July, and it was not until the 18th, that they arrived at Batty Bay.

Bay, where a tent was immediately pitched for the accommodation of the sick and the surgeon, as well as for Curtis, the cook, to prepare their victuals, and attend upon them.

The spring-tides took place on the 19th, when the ice, on which they had travelled the day before, was all smashed up, and driven mountains high, whilst the main body of the ice was setting rapidly to the northward, which excited some strong hope, that their liberation was near at hand.

A regular distribution of the provisions, that were at Batty Bay, was made amongst the three boats, so that no complaint could be made, as to a larger supply being given to one boat than to another; even the coals were measured out by a bouillie canister, by which an ample supply of fuel was given to each boat. On their passage from Fury Beach to Batty Bay, they fell in with a colony, or, to use the phraseology of the sailors, a rookery of kittewakes, of which they killed a considerable number; but the most valuable treasure, which they found, was a bank of very fine sorrel, of which they gathered a considerable quantity, and which proved a most efficacious restorative to the health of the sick. A visible improvement took place in both Buck and Wood, the latter approaching fast to convalescence, but the former was so afflicted with fits, that his ultimate recovery was for some time deemed hopeless. In 24 hours he had thirty-two fits, succeeding each other about every quarter of an hour, two of the crew being appointed constantly to watch over him. He was, however, in a great measure, cured of them, by adopting the process, as soon as his eyes began to twinkle, and his forehead to turn red, of applying a wet cloth to his forehead which stopped the progress of the fit, and in time he was completely cured.

The ice in Batty Bay now began to be, what the sailors termed honey-comby, or, in other words rotten, with a great many holes in it, and the outside began to go regularly up and down with the tide; from which it is evident, that with the approaching spring tides, an endeavor would be made to drag the boats, or to track them inside of the land ice to the extreme point of Batty Bay, a distance of about two miles; this,

however, could not be accomplished without a considerable degree of trouble, for the first difficult part of the task was, to cut away with the axes all the ice, that obstructed their passage, as well as some pieces of flat ice, that were longer than the boat ; in fine, they had to dig a groove for the keel of the boat, as some fear was entertained, that the boats would not float. The ice was for some time stationary in the bay ; but it was the intention of Capt. Ross, after he had got the boats down, to shift the tents down to them, but this was in a certain degree found to be impracticable, on account of the high land, which was almost perpendicular, and the tide overflowing nearly the whole of the beach to the base of the rising ground. As the tents could not be pitched on the beach, they were moved about half a mile lower down the bay, a man keeping watch during the whole of the night, at his boat, until the tide had left her, and she had grounded.

There are certain passions, which cling to individual characters, and break forth on every opportunity, which presents itself, no matter what the circumstances may be, in which the person may be placed, or whether the time and season are proper, in which a display of them should be exhibited. Amongst those passions, the love of fame is one of the strongest, for it appears to be an inmate of every breast, exhibiting itself only in a greater or less degree, accordingly as the spirit of ambition is dominant in the character.

The roads to fame are, however, as diversified and distinct in their goodness and badness, as the innate disposition of man will permit them ; and whilst some attempt to gain their aims by noble and honorable means, others seek for it in infamy and ignominy :—a Howard sought his fame in acts of philanthropy ; George IV. obtained his fame by his acts of debauchery and voluptuousness ; Lord Byron earned the fame of an honorable man by a regular payment of all his debts, and a monument was refused him ; the Duke of York earned the fame of a dishonorable man by never paying his debts at all, and he is perched on the highest monument, which the folly of his countrymen could erect for him ; Capt. Cook earned his fame

by enlarging the boundaries of the habitable and inhabited world; Capt. Ross has established his fame, by the discovery of the continent of Boothia, and the monuments, which he there erected, to celebrate the great achievement. Whether the future wanderer in those climes, will discover those monuments, is one of the secrets, which it must be left to futurity to disclose; but it was natural to suppose, that during the temporary sojourn of Capt. Ross in the vicinity of Batty Bay, other subjects of a nature more momentous and important, than monument building, would have engrossed his active and comprehensive mind.

But a reverse of fortune, as is generally the case, had not with him effected any change in his ruling passions; for, during the leisure hours of the men, when a considerate commander would have embraced the opportunity, which presented itself of enabling them to recover their strength, by rest and relaxation, he, on the contrary, despatched them to the hills, on which to erect his monuments, and thereon to affix his name, which the winds of heaven will blow upon, and the storms of heaven beat against, until, in the lapse of time, not a vestige will be left to tell to after ages, the name of him by whose command they were erected. As objects, which might in a certain degree be necessary for the prosecution of the surveys, which Commander Ross instituted in their winter harbours, the monuments, which were there erected, might be considered as not wholly useless; but to employ his men in the building of monuments, when they were literally worn down with fatigue, and the clemency of the climate, betokens such a want of all consideration and common feeling, that no wonder need be excited at the disrespectful terms, in which the crew speak of him, nor the culpable charges, which they have brought against him. Whilst the men were employed building the monuments, Capt. Ross had set the engineer to work to cut out a tin snath-cock, which was fixed on the top of a boat's oar; giving directions to the steward to ascend one of the highest hills, and to stick it on the top, building a heap of stones around it, to prevent its being blown away. The avowed purpose of this

weather-cock was, to see how the wind blew on the top of the hill, as, according to the opinion of Capt. Ross, a true judgment of it could not be formed on the beach; and by the use of the telescope, the exact point could be determined, whenever the weather-cock was visible, which, unluckily for the projector, was not always the case.

During the time that they lay in Batty Bay, the carpenters were busily employed in caulking and raising the boats ten inches fore and aft, but in midships they were canvassed and laced. A great number of dovekies were shot, for they were so numerous, that two of the crew were only absent from the tents two hours, and brought home fifty. It must, however, be observed, that as long as there were any dovekies to be had, the men were not allowed any preserved meats, giving them instead, a dovekey or a dovekey and a half. The allowance of preserved meats was four lbs. per day, amongst six, and to each man a pound of bread, which by the men was considered a very fair allowance.

A considerable number of foxes were shot; but although at Fury Beach they felt no objection to partake of a leg of reynard's body, they now turned up their noses at it, for at best it was but carrion, and not to be put in competition with the sweet wholesome flesh of the dovekies. Several bears were also seen, and that was all, for they kept at too great a distance for the bullet to reach them.

Not a day elapsed that a man was not sent up to the summit of the weather-cock mountain, to take a survey of the condition of the ice, hoping to see clear water to the north-east; but although large patches of water were seen, yet it was by no means in a state for the navigation of such frail vessels, to which they would be obliged to embark, and to which, if an accident happened, their situation would be the very extreme of misery and hopelessness.

Batty Bay lies about 32 miles north-east of Fury Beach, and about 44 from Monument Beach, which is about two miles and a half from Leopold's Island. A party was sent over to the opposite side of the bay, for the purpose of building a moor

ment on the highest hill, so that there was one on the northernmost point, and another on the southernmost, with several others, that Commander Ross had erected as marks to take the angles. That officer had just completed the survey of the bay, when the ice broke up.

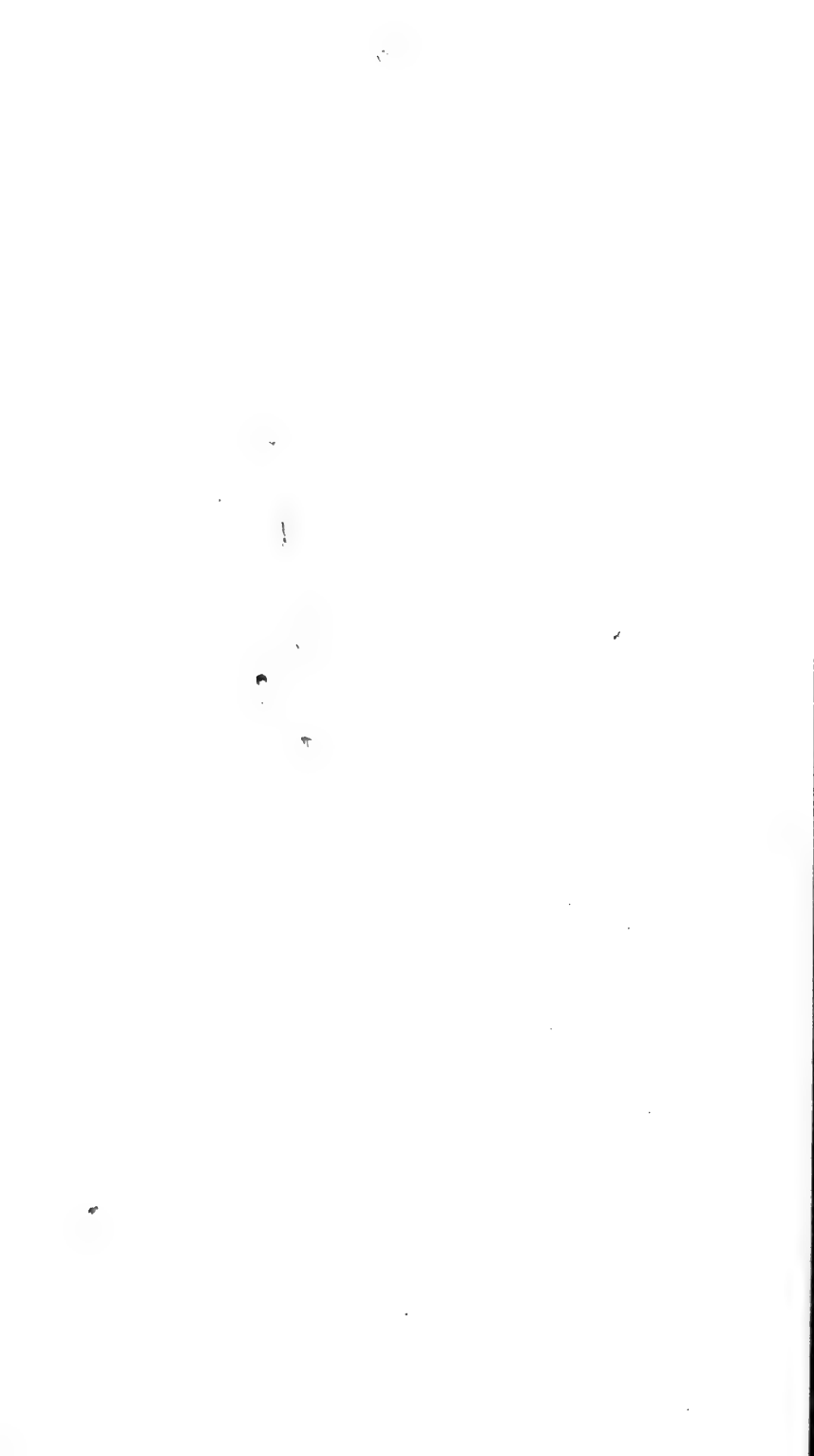
It was generally supposed, when the ice began to make a move in the bay, that it would have been better if the boats had stopped up the bay, but, fortunately, it proved that the ice made off in that quarter, before it did along the sea-shore, from which circumstance, they had the good fortune, at low water, to haul their boats, one after the other, down to the place from which they had brought them.

It was on the 14th of August, that the wind came round to the westward, which liberated them in a very short time, and with very little trouble, they succeeded in reaching Monument Beach, when Abernethy was sent up with a telescope, on the highest mountain, to observe the situation of the ice. He was absent about two hours, when he returned with the joyful intelligence, that it was clear water right across the inlet. This information reached them about four o'clock in the afternoon, when they immediately went to supper, after which Commander Ross and Abernethy returned to the top of the mountain. They were absent about six hours, not reaching the boats again until midnight; but their information was of so encouraging a nature, regard to the clearness of the water, that the boats were immediately launched, and they took their departure with a light air from the west. The distance from Monument Beach to the opposite shore, is about 45 miles, but, before half the distance was accomplished, the wind veered round to the southward, on which the crew, in Capt. Ross' boat, laid their oars and hoisted a bag and an empty canister to their mast head, as a signal for extra allowance, which was immediately granted. Without any occurrence worthy of being recorded, they reached the other side of Admiralty Inlet, where they pitched their tents, having traversed a distance of about 74 miles. Early on the following morning, they got under way and proceeded about 40 miles, when they got the boats in amongst

a number of bays, apparently clear from the swell. Here they remained during the whole of the night, and the next morning a breeze sprung up from the eastward, with thick, hazy weather. The boats were got out from amongst the bays, and proceeded in search of a better place, when they fortunately arrived at a river, which was deep enough for the boats to float in. The tents were pitched, and the wind being foul, with thick weather, they took the opportunity of overhauling their boats, and making those repairs, which were necessary. They remained here for about five days, congratulating themselves on the safe harbour, in which they now were, for had they not got the boats into the river, there is very little doubt but they would have been smashed to pieces, as the sea threw up the ice-bergs as large as a good-sized house, and with a violence, which scarcely a ship would have been able to withstand, much less the tiny fragile boats, in which they were now embarked.

On Sunday the 26th, the weather becoming more moderate and the swell having subsided, it was determined to proceed on the voyage, but, it being then low water, considerable difficulty was experienced in launching the boats, on account of the hummocks of ice, which were left by the tide on the beach. By dint of rowing and sailing, they succeeded in getting about 2 miles on the other side of Navy Board Inlet, and they would have been able to proceed further, had not Capt. Ross' boat proved so leaky, that they were obliged to put on shore, for the purpose of pitching the boat, and stopping the leaks. The shore presented a greater appearance of fertility, than was observable about Fury Beach, and the frequent tracks of rein-deer, hares and other animals, led them to believe that an ample supply of provisions could be found, should they be obliged to remain there for any considerable length of time. At midnight, it being low water, the boat was overhauled, but the leak could not be found. At day-break, all hands turned out to boil some cocoa when the cook was sent with the telescope to take a survey of the ice, when he saw something like a ship, but could not properly make her out; he immediately called Commander Ross, who was more accustomed to the glass, and he distinctly made





out to be a ship. All hands were immediately turned out; the boats were launched, during which Capt. Ross was busy in letting off a quantity of damp powder, firing off a rocket, and making every possible signal within his power, but the ship was too far off to take any notice of them. The whole of the provisions, and other articles, were got into the boats, and, with three cheers, the crew hauled away towards the ship. It was at five o'clock in the morning, when the boats left the beach, and every muscle seemed to be animated with fresh strength, as they pulled away, for now it was in reality life or death with them, or should this opportunity escape them, they might be obliged to retrace their steps, and pass another miserable winter at Fury Beach. It was between twelve and one, when, to their inexpressible joy, they saw a boat making towards them, and, in short time, it came alongside. Capt. Ross asked the persons on board, what ship it was that was in sight, when he answered, that it was the *Isabella of Hull*, the very same ship, which Capt. Ross commanded on his first voyage of discovery. Capt. Ross then said, I am Capt. Ross, but the man in the boat could hardly speak, at last he said, Are you, indeed, Capt. Ross? He then informed the Captain, that he was given up by every body. There was scarcely a man, that could refrain from shedding a tear, for now every feeling was absorbed in the exhilarating thought, that their sufferings were nearly at a close, and their return to their native country scarcely a matter of doubt. The mate of the ship, who was in the boat, hauled away to the vessel, for the purpose of informing the captain, whilst the boats of Capt. Ross pulled away towards her, cheering each other as their bows dashed into the water, and each striving which should be foremost in the chace. On the boats arriving near the ship, the crew gave them three hearty cheers, which were returned by the crews in the boats, and on arriving alongside, the view of so many new faces, which they had not seen for four years and a half, made an impression upon every one of the now joyous crew of the *Victory*, which it were impossible to describe. They were received on board like brothers, every one hastening to their assistance, and not even allowing them to remain in the

boats for the purpose of unloading them, but all the crew were taken below, when such fare was set before them, as they had never partaken of for the three preceding years; at the same time that orders were given by Capt. Humphreys, of the *Isabella*, that clean linen should be distributed to the whole of the crew, in fact, every endeavor was made to render them every comfort, which their peculiar situation demanded.

During the progress of Capt. Ross' boats to the *Isabella*, they saw another ship, which was the *William Lee*, Capt. Parker, and when Capt. Humphreys saw the boats, he took them for the boats of the *William Lee*, or he would immediately have borne his ship to; and, indeed, the fact of the report of Capt. Humphreys goes a great way to invalidate the statement of Capt. Ross before the committee of the House of Commons, where he states, that Capt. Humphreys took the course, which he directed up Lancaster Sound, *for the purpose of finding out the bones of Capt. Ross and his crew, as he did not expect to find them alive. Capt. Ross only believed that it was for the purpose of finding out what had become of him, that Capt. Humphreys directed his course for Lancaster Sound.* Now this statement is at direct variance with all probability. It was not likely, that Capt. Humphreys would find the bones of Capt. Ross floating toward him on an iceberg, followed in succession by a number of other little icebergs, bearing the bones of the remaining part of the crew. Where then was Capt. Humphreys to look for them? They could only be found by penetrating into the interior of the country, and this step was not likely to be taken by the commander of a whaling ship, who certainly had other fish to catch than hunting at random over an immense tract of country, which did not offer him a single resource, on which he, or the persons accompanying him, could have subsisted for a day. Indeed, the members of the committee were themselves so struck with the improbability of the step reported to have been taken by Capt. Humphreys, that one of them asked Capt. Ross—"Is it likely that the crew of a whaler would do that? To which Capt. Ross answered, "That he did it by means of telling them, that they would find whales there." He, however, ventures upon the opinion,

the object of Capt. Humphreys, in penetrating up Lancaster Sound, had no reference whatever to the bones of Capt. Ross, for although Cobbett might have been convinced that the bones, which he was taking out of the ground, were in reality those of Thomas Paine, yet, if Capt. Humphreys had taken an inland excursion, and been so fortunate as to fall in with a heap of bones, we know not by what distinctive marks he could have determined, that they were the genuine bones of Capt. Ross, and perhaps not being well versed in comparative anatomy, it is not improbable that he might have brought home the bones of a bear, and they might have been decently interred in consecrated ground, as the valuable remains of a *bona fide* genuine christian.

In confirmation of the opinion, which we have just expressed, it transpired that the Isabella and the William Lee had been in company almost during the whole of the season, and been as high as Neal Harbour, which is four miles further than Port Bowen, where Capt. Parry wintered in the Hecla and Fury. It was also certain, that they had been attracted thither by the whales, of which they caught a considerable number, and not in a joint excursion in search of the bones of Capt. Ross.

The distance, which the boats travelled from Fury Beach to where the crew were picked up by the Isabella, was between 500 and 600 miles. They had now, as the crew termed it, a ship once more under their feet, and, thanks to the Almighty, the hope of once more seeing their native country.

It was on the 2d of September, that the Isabella, on account of the thickness of the weather, ran into the ice, and got beset in Isabella bank, during which time several ships were seen passing to the northward. They were here beset for 12 days, and it was owing to the greatest good fortune that they were not ripped in two by a heavy pressure, setting the Isabella down on a very large piece of ice, which was aground in 70 or 80 fathoms water; the size of this piece of ice is represented to have been as large as the Custom House of London. The pressure, however, ceased, and the ship cleared the berg, and she drifted with the pack, and caught hold of another berg, which was nearer

the clear water, for which reason a heavy swell came under the ice, which occasioned the ship to knock against the berg. The wind fortunately happened to shift, so that, with considerable trouble and danger, they got into clear water, but, before this could be accomplished, the darkness was so great, that the main-mast could not be seen from the quarter-deck, on which account they were obliged to find their way through the large bergs, in the best way they could.

In the morning they were happy to find themselves in clear water, and in a few days they arrived at the place where the Greenland whalers generally fish, and fell in with about thirty vessels, the captains of which no sooner heard that Capt. Ross was on board the *Isabella*, than they all sent something as presents, for the benefit of himself and his crew, consisting of bottled porter, wine, hams, two casks of ale, several bushels of potatoes, and several other things, which they no doubt considered would be nourishing and strengthening, after being so long inured to their meagre fare. But in this respect, the crew institute a heavy and serious charge against Capt. Ross, by declaring that of all those good things, which were intended for their benefit, not so much as a single potato was given to any of the crew, not even to the sick, of whom they had still three on the list. Capt. Humphreys sent three bottles of wine, and that was the whole, which the crew received until their arrival at the Orkneys.

The *Isabella* remained in company with those ships, until the latter end of September, when they took their departure from Malemauk Head, and in about eleven days arrived at Stromness, where the crew had the enjoyment of a fresh mess. Capt. Ross having fallen in with a kind and benevolent countryman, who made him a present of two pecks of turnips! two pecks of potatoes!! and two pounds of butter!!! to be distributed amongst sixteen men; and this was the fresh mess, that Capt. Ross allowed his men, who had been four years and five months from England—who, to use his own words, had stood by him, under the most appalling prospects, with a constancy, which never was shaken, and to whose fidelity and

obedience he owed so much: the question thence arises, to quote his own words again, whether "he ought not to have been ashamed of himself," in deserting those very men, when he was placed in a situation, where he no longer stood in need of their services?

In relating the subsequent parts of this memorable voyage, we have now only to refer to those circumstances, which immediately concern Capt. Ross, in regard to the treatment of his men, and in which some charges will be brought forward, which, if not publicly and authentically refuted, will cling to him for ever, as a black spot upon his character. The opportunity is afforded him of rebutting the charges, which are brought against him; and considering the rank, which he holds in society, as a gentleman, and an officer in the noblest service of the world, we look forward with great anxiety to his refutation, which will of course cover those, who have so wantonly and maliciously maligned his character, with the scorn and reprobation of every true lover of genuine merit.

According to our informant, it was fortunate for the crew, that some of them were still possessed of a little money, or otherwise they would not have had a fresh mess so soon as they had: for during the whole of the fortnight previously to their arrival at Stromness, they had neither tea, nor cocoa, nor sugar. The steward having a sovereign in his possession, divided it between Buck, Curtis, and Park, giving to each five shillings, and reserving five shillings for himself; with this money they laid in a stock of tea, sugar, and potatoes, to carry them to full; but Capt. Ross gave them not a farthing, nor, to use their own term, not so much as a fresh herring to help them on their way homewards.

We consider ourselves bound to notice an unpleasant circumstance, which happened on board the *Isabella*, between Capt. Humphreys and the officers of the *Victory*, which in the end nearly brought the parties into personal conflict, and Capt. Humphreys threatened to turn every man belonging to the *Victory*, out of the ship, on account of some misdemeanour, which one or all of the officers of the *Victory* had committed.

It was the subject of general censure on board the ship, at the specimen of ingratitude, which the officers of the Victory evinced, after the treatment, which they had received. The cause of this disagreement did not exactly transpire, but it was supposed to have originated in some old grudge, which had taken place, whilst they were coming down Lancaster Sound.

Capt. Humphreys laid in a stock of fresh beef at Stromness, but none either for his own crew or the crew of the Victory, by which the men of the latter were reduced to their own resources.

They departed from Stromness, and, on coming in sight of the Highlands of Scotland, the men experienced those pleasant feelings, which the approach towards home is certain to impress upon the heart, and more especially in the present instance, when the hope had once deserted them of ever reaching again their native country, and when after the hardships, which they had endured, that country would be doubly dear to them.

We must now advert to some circumstances relative to the latter part of the voyage, which will at once fix the value, which the British public ought to award to it, and for which nearly £10,000 of their money have been paid. In the letter, which Capt. Ross writes from on board the *Isabella*, in Baffin's Bay, to the Honorable George Elliott, secretary to the Admiralty, after enumerating the principal features of his expedition, he concludes with the expression of his consolation, that the result of his voyage has been highly important to science; those results being comprehended in the discovery of the Gulph of Boothia; the continent and isthmus of Boothia Felix, a vast number of lakes, islands, and rivers; the undeniable establishment, that the north-east point of America extends to the 74th degree of north latitude, and *the crown and glory* of them all, the placing the illustrious name of our most gracious sovereign on the true position of the magnetic pole.

The above discoveries are, therefore, according to Capt. Ross's own showing, the principal and most important of his expedition, and we have never hesitated, whenever an opportunity presented itself of expatiating on their great importance, and the consequent

claim, which Capt. Ross himself possessed, upon the liberality of the British people. It, however, appears that Capt. Ross, in his letter to Capt. Elliott, had modestly withheld the full extent of his discoveries, and that, but for his examination before the committee of the House of Commons, the public would never have been made acquainted with the important circumstance, that the expedition had been distinguished by any other discoveries, than those mentioned in the letter to Capt. Elliott.

On this subject we must first remark, that we are not cognizant with any surveys, which Capt. Ross made of the harbours and creeks of Lancaster Sound, on his outward passage, his sole aim being to push on to the westward, as the breeding places of the whales, and the harbours, in which ships could repair, were then subjects of minor importance, and not deemed deserving of his attention. After Capt. Ross had been received on board the *Abella*, we know that he went on shore for a day in Possession Bay, which is almost the north-easterly point of Lancaster Sound, but he was not then in a quarter to take a survey of the harbours and creeks of Lancaster Sound; nor would Capt. Humphreys have endangered his insurance, and sacrificed the interests of the owners of his ship, by altering its destination, merely for the purpose of enabling Capt. Ross to take a survey of the breeding places of the whales.

The 159th question of the committee runs thus:—"Your answers have hitherto referred to the commercial advantages derived from your first expedition?"—"Yes."

Can you state any, that you conceive to be derived from the second expedition?"—"I have surveyed several of the harbours, in which ships receiving damage might go into to repair, and also places where the whales resort to breed. I have re-surveyed and fully determined the whole of the fishery, by actual difference of longitude."

In this answer we shall make one remark, *en passant*, that at the time of the *Victory* entering Lancaster Sound, in 1829, after her abandonment in 1833, the surveys were all made by Commander Ross, and we are not sensible of a single survey,

that can be attributed to Capt. Ross, after his reception on board the *Isabella*.

The committee proceed to ask Capt. Ross—"What portions of those surveys were made, *after you were in the Isabella?*"—"I surveyed the coast, which we had previously not fully surveyed, the coast of the fishery."

"Of the surveys advantageous to commerce, which you made were the principal part made *before you joined the Isabella, or subsequently?*"—"Some before, and some after I joined the *Isabella*."

"Which do you consider of most consequence?"—"Those *after I joined the Isabella*."

"Did you explore any of those harbours, which you have stated, ships might go into to repair in the event of accidents to ships, *after you joined the Isabella?*"—"Yes."

"And any of those creeks, where the whales breed, after you joined the *Isabella?*"—"Yes."

Here, then, we have the positive admission, extracted from the mouth of Capt. Ross himself, that the most important discoveries of his expedition were made at a time, when his expedition may be said to have closed, and that it is chiefly on those discoveries that he calls upon the country to reward him with £5000; at the same time that he tells the committee, that he withheld those discoveries from the public, because such disclosure would prove injurious to his publication. It is, however, to be remarked that, in his letter to Capt. Elliott, he makes not the slightest mention of these discoveries, which he affirms to be the most important of his expedition, and which, had they in reality been effected, it were natural to suppose, that he would not have such an opportunity escape him, of informing the British public and the scientific world in general, of the important advantages which had resulted from his four years' residence in the Arctic seas. As, however, according to the admission of Capt. Ross, the discoveries, which he made subsequently to his joining the *Isabella*, are, in his opinion, the most important of his voyage, we have only to enter into an examination of the particular

in which the importance of his last discoveries depend, to arrive at some knowledge of the degree of importance, which ought to be attached to those, which were made anterior to his reception on board the *Isabella*. From the concurrent testimony of the crew, however, there was not a single discovery made after joining the *Isabella*, which is worthy of being characterised as of the least importance; if, therefore, that statement be correct, and the degree of importance of the early discoveries, whilst on board the *Victory*, is to be regulated by the standard of the importance, which is affixed to the discoveries on board the *Isabella*, we arrive at once at the value, which we ought to attach to those discoveries, of which Capt. Ross speaks in such laudatory terms, in his letter to Capt. Elliott. If, then, the ultimate discoveries on board the *Isabella*, turn out to be of no real value or importance, and yet are considered by Capt. Ross himself to be of greater consequence than any which had been previously made, we consider ourselves fully warranted in denouncing the whole of the discoveries as comparatively of no value at all, and at the committee of the House of Commons, in the recommendation of the grant of £5000 to Capt. Ross, could not have been actuated by any sense of the services, which had been rendered by Capt. Ross, but as the easiest and most expeditious method of assisting him out of the embarrassments, which his successful expedition had brought upon him.

After a passage of two days and a half from Stromness, the *Isabella* arrived and cast anchor in the Humber, and the crew of the *Victory*, on hearing that it was the intention of Capt. Ross to proceed to Hull on the following morning, by one of the steam boats, and being themselves wholly destitute of money to pay their expenses to London, they determined to make an application to Capt. Ross, for some pecuniary assistance, and accordingly they sent Mr. Light into the cabin, to inform him that his crew were desirous to speak to him. Capt. Ross immediately came on deck, and in a gruff, surly tone, he exclaimed—"Well, and what do you want?" They then informed him that they heard it was his intention to leave them in the morning, and requested the advance of a little money to enable

them to reach London. It might be supposed, that this considerate request would have been complied with without a murmur, but, at first, he evaded it, by telling them that he had no money. This statement, however, the crew knew well not to be founded on truth, for it was known by all of them, that he had a considerable sum in gold in his possession. The men, however, continuing to press their request, and declaring their total inability to reach London without a slight advance of money, Capt. Ross at last consented to allow them two pounds a man.

It was about eight o'clock in the morning, that the *Gazelle* steam boat came past the *Isabella*, when Capt. Ross, his nephew Mr. Thom, and Mr. Mc'Diarmid, went on board, and proceeded towards Hull. The crew, however, did not go up until the following morning, which was a great disappointment to them for just as they got within sight of the town, the London steam boat shoved off from her moorings, whilst they could see the whole of the water-side lined with people in expectation of seeing them land. The steam boat, however, came alongside and the master said, that he wanted fourteen of the crew of Capt. Ross (one of them, Blankey, having been left on board the *North Pole*, a Greenland ship, to assist in navigating her home and George Taylor remaining on board the *Isabella*, it being his determination to proceed to Liverpool). On leaving the *Isabella*, the respective crews gave each other three hearty cheers and happy were the men of the *Victory*, when they found themselves emancipated from the control of their commander, and the prospect of reaching their friends and home in 48 hours. Capt. Ross delivered to the steward of the steam boat two pounds for each man, allowing them their passage free, but whatever provisions they partook of, was at their own expense.

It was on Sunday night, that they arrived at Deptford, having been exactly four years and five months absent from England. They were ordered by Capt. Ross to attend at the Admiralty on the following Tuesday, but they could not receive any tidings of their pay. It was not until the latter end of October, that the crew were informed that the Lords of the Admiralty had advanced

a sum of money to Capt. Ross, for the payment of their wages, and they were accordingly ordered to attend at the office of Mr. Copeland, Navy Agent, Surrey Street, Strand. We believe Abernethy was the first man, who was paid, and, on his coming out of the pay-room, he declared that he was paid £150 short; the engineer was next paid, and he said that he was above £200 short; in fact, there was not a single man of the crew, who was not paid minus £50 of the sum actually due to him. This was considered by Thom as a great hardship, when it ought to have been taken into the account, that they had been nearly three years on short allowance, for which no remuneration was to be given to them. Independently of this subtraction from their just demand, there was scarcely a man, into whose hands a bill for slops and tobacco was not put, in some instances, amounting from £15 to £20, at the same time, that they had to leave behind them all their clothes and bedding. The £2 advanced to each man at Hull were also deducted. The whole amount, which Capt. Ross deducted from the sum advanced to him by the Lords of the Admiralty, for the payment of his men, was £240, but they maintained that that sum had no right to find its way into his own pockets, for Capt. Ross was not empowered by those, who advanced the money, to stop from the men any demand, which he might have upon them, for slops, &c., and which, under their peculiar circumstances, should not have been made at all.

It is, perhaps, not a difficult task, to point out the quarter from which the information was issued to the public, that the whole of the crew of the Victory had had their wages paid to the full amount, and that every individual had been provided with a situation, by which a competency was insured him for the remainder of his life. The crew, however, felt so indignant at the false representations, which were continually inserted in the papers, every statement of which led the public to believe, that Capt. Ross on his return, had behaved to his men in the most liberal and honorable manner, that they determined to lay a statement of their case before the public, but for some reason, which has not been properly explained, the papers refused to print them. The following letter, which was sent to the Editor

of the Morning Herald, has been transmitted to us, and its contents are an echo of the universal opinion of the crew, at the same time, that they do not place the character of Capt. Ross in the fairest light. The insertion of the letter was refused by the Editor of the Morning Herald, but on what grounds, the writer of the letter was never informed.

[*To the Editor of the Morning Herald.*]

“Knowing that the columns of your valuable Journal are always open to the cause of the aggrieved, I beg to trouble you with these lines, on behalf of myself and the rest of the crew, who sailed with Capt. Ross, on his late expedition. The agreement between ourselves and the captain, was precisely the same as on former expeditions, namely, an able-bodied seaman was to receive £3. 4s. per month; a petty officer, £3. 15s.; and as there were two mates and two carpenters, they were to have £8. per month. The agreement with the crews of the *Hecla* and *Fury* was also the same; and in case there should be any short allowance of provisions, the same was afterwards to be made up to them.

“The real truth, however, is, that after having been out 57 months, we received the sums of £110. 15s.—£150. and £320. instead of £182. 8s.—£213. 15s. and £456. and we were kept the whole of the first three years on short allowance of provisions: those in the cabin having as much as they could lay their sides to; two-thirds of the time we had no grog, while it was on the cabin table every night, and yet Capt. Ross represented himself as having undergone the same privations as his crew. As another specimen of the captain’s humanity and justice, he told us at the time we received the money paid to us by Government, that whether we considered it our pay or not, we might take it, or leave, and think ourselves d—d well off, making us at the same time sign a receipt, certifying to the Admiralty, that we were satisfied.

“I have troubled you, Sir, with the above statement, which might be much lengthened, submitting to the public, through

your Journal, whether or not, as Government are about rewarding Capt. Ross *for his services*, some compensation ought not to be made to myself and brother sailors, for the loss we have sustained in the breach of the engagement made with us, after having undergone the perilous hardships, to which we were exposed, and during which we were so unfairly treated.

"I am, Sir,

Your humble servant,

Barney Lachey,

His + mark."

Previously to entering into any disquisition of the *conduct of Capt. Ross* towards his men, as contrasted with the character, which he gives of them in his Letter to Mr. Barrow, it may be necessary to mention a few circumstances, in which the crew considered themselves treated by Capt. Ross with the most marked display of inhumanity and injustice.

Shortly after the arrival of the crew, subscriptions were set on foot in several places, purporting to be for the benefit of *Capt. Ross and his crew*. Now, whether the feelings of Capt. Ross were of so sensitive and delicate a nature, as to be wounded with the idea of receiving a sum of money raised by subscription, or whether he considered that having received nearly \$10,000 from the public purse, the crimes of avarice and extortion might be imputed to him, were he to receive any donations from private individuals, are questions, which we will not now stop to discuss: but the fact is established, that he never heard of the subscription, that was set on foot in Plymouth, for the benefit of himself and crew, than, in a fit of noble disinterestedness, he took the most efficient method of putting stop to its further progress, although it was the opinion of the crew, that if his own sense of delicacy prompted him to put an end to the subscription, he might have confined the expence as far as himself was concerned, leaving it to proceed for the benefit of his crew, who might thereby have received a compensation for the loss, which they had sustained by the defalcation of their wages.

At the time that Capt. Ross put an end to the subscription, the amount in hand was £150, which was paid over to Capt. Ross, and an opportunity now presented itself of showing his gratitude to a set of men, whose constancy was never shaken under the most appalling prospects, and to whose fidelity and obedience he owed so much; and on account of which he expressed himself very properly, when he declared, that he should be ashamed of himself, if he could for a moment entertain a thought of any subterfuge, whereby he might evade the payment of their well earned wages. It was, however, a very natural conjecture on the part of the crew, that the £150 would be divided amongst them; for, in their opinion, as it was raised expressly for them, it would be a dereliction of every principle of integrity and fair dealing, to appropriate it to any purpose, than what it was originally intended for. Great, however, was their surprise, when they heard that £50 was to be given to Buck, the man, who had lost his sight by the frequency of his fits, brought on by eating the food boiled in the copper vessels; and the remaining £100 was to be given to H. Thomas, the father of Chimham Thomas, who died at Fury Beach, and who was a superannuated mechanic of one of his majesty's dock yards. In regard, however, to the £50 to Buck, it was subsequently ascertained by a letter received from him, and directed to Mr. Light, the steward, that the whole sum, which he received from the subscription, was £4. 4s. 10d. and this, as Buck expresses himself, "is all, that I have got for my sad misfortune, and I must apply to my parish if I want any redress as I am now wholly dependent on my poor mother, who earns her livelihood at the wash tub."

In regard to the remaining £100, the crew very properly desired to know what right the father of Chimham Thomas had to the money; and on what grounds Capt. Ross had presumed to appropriate it to a different purpose, than the individual who had subscribed the money, intended that it should be. The men declared, that if the £100 had been given to George Taylor, who had been rendered a cripple for life, there was not one, who would have raised a dissentient voice to it.

grant; but to bestow it upon a total stranger, who possessed not the slightest claim to a farthing of it, raised in the breast of every one of the crew, a spirit of indignation, which broke forth on every occasion, to the great detriment of the character of Capt. Ross, and ultimately led to the exposure of many circumstances, which would otherwise have sunk into oblivion.

It must, however, be stated in addition, that no real statement was ever given by Capt. Ross, of the manner, in which the £150 were appropriated; and that, according to the opinion of the crew, a very small portion of the money found its way into the pockets of the parties, who were supposed to have received the whole of it.

It was, however, not only the deductions from their wages, that the men had to complain of, but it was also the infraction of the promises, which Capt. Ross made to them, previously to the abandonment of the Victory, when he called them into the cabin, and harangued them on the severe and arduous trials, which awaited them, and that they were henceforth to consider that it was either life or death with them; to encourage them, however, in the accomplishment of the task, which was before them, Capt. Ross promised, that should they be so fortunate as to reach England, such situations should be procured for each of them, through his immediate interest, as should insure them a comfortable independence for the remainder of their lives. To Mr. Light, the steward, he promised a place in the Customs or Excise, but, on the return to England, the promise was never attended to. Mr. Light had been two voyages with Capt. Parry, and the duties, which he had to perform on board the Victory, were of a very responsible character, independently of the great fatigue, which, in several instances, was imposed upon him. In the first place, he had the charge of, and the issuing of all the provisions; in the second, he had to make all the pies and puddings, and the bread for the use of the cabin; and, in the third place, he had to wash, starch, and iron for all the officers, and for the last year, without that most indispensable of all requisites in his laundry, namely, soap; but although the wash-

ing could not be considered in any other character than extra duty, yet not a farthing did Capt. Ross pay him for the labor, which he was obliged to undergo, frequently to the total deprivation of his sleep. The conduct of Capt. Ross on this occasion, was contrasted with that of Capt. Parry and his officers, who, on their return, remunerated the steward for the drudgery of washing; Mr. Hooper, the purser, alone giving him £20; at the same time, that in Capt. Parry's voyage, they were only out 17 months, whereas, with Capt. Ross, they were out 57 months. Through the interest of Commander Ross, Mr. Light has obtained a situation near Leamington, in Hampshire, but, in regard to the deficiency in his wages, he makes the same complaint as the remainder of the crew.

The conduct of Capt. Ross to George Taylor, who had his foot amputated, and who was to have been left to die a horrible death at Batty Bay, was equally unhandsome and unjust. At the time of the purchase of the Victory, George Taylor had charge of her, and came up to London with her, remaining on board the whole of the time that she was fitting out. Previously to the departure of the Victory, he went to the North to see his wife and children, undertaking to join the vessel at Loch Ryan. On his return from the expedition, he was promised a warrant by Capt. Ross, his pay being £8 per month. After the occurrence of his accident, the promise was changed to a snug berth, either in the Hospital at Greenwich, or at one of the light houses. In regard to the former, Capt. Ross must have known, that no length of service on board the Victory, nor any accident occurring to Taylor, so as to disable him from any future service, could render him eligible as a pensioner of Greenwich Hospital, and, therefore, it was unhandsome to excite any hopes in the mind of the poor fellow, which he, who raised them, knew could never be realised. Capt. Ross, however, considered that he was in honor and conscience bound to do something for Taylor, and, therefore, putting his influence and interest in motion, he obtained for him a berth at 12s. per week, wherewith to maintain a wife and three children. The employers, however, of Taylor, previously to his going on the Arctic Expedition,

sooner heard of the generous and liberal conduct of Capt. Ross than they declared, that if he could not find a better place for an individual, who had been maimed in his service, than the petty one of 12s. a week, he should come down to their premises at Liverpool, at a salary of 25s., as a reward for his honorable and faithful services previously to his going out, to use their own terms, upon such a dishonorable undertaking.

The man, however, who had the greatest claim upon the liberality and bounty of Capt. Ross, was Anthony Buck, who lost his sight from the unwholesomeness of the food, which Capt. Ross persisted in administering to his crew, in despite of the daily proofs, which were presented to him, of the injurious effects, which it had upon the health of his crew. There is, however, something unaccountably unkind in the behaviour of Capt. Ross to this man. A promise was made to him that on his arrival in London, he should be sent to a celebrated oculist, with the hope of some means being adopted, by which his eyesight could be restored. Two months was Buck kept in London, expending the hard earnings of four years severe service, in daily expectation of the letter from Capt. Ross in the fulfilment of his promise, but the proffered aid was never received, when at last Buck was recommended to consult the eccentric Abernethy, by whom he was very abruptly dismissed with the very consoling information, that as he had become blind, he was likely to remain so for the remainder of his life. The circumstance, however, which reflects the greatest discredit upon Capt. Ross, in regard to this man, is, that after repeated applications to him for the fulfilment of his promise, respecting placing him under medical advice, he at last received an answer, the purport of which was, that as he had brought his blindness upon himself, he could not do any thing for him. Now this answer could not but be considered as an aggravation of the case, for it was well known that the fits, which were the precursors of Buck's blindness, were caused solely by the poisonous nature of the food, which Capt. Ross persisted in furnishing to his crew, and therefore, there can only be one opinion respecting the answer, which he sent to Buck, declining to afford any assistance to the

poor man, for the reason, that he brought his blindness upon himself. Capt. Ross was not ignorant, that the cause of the fits, with which Buck was afflicted, as well as several others of the crew, was, by Mr. Mc'Diarmid attributed solely to the fish being cooked in copper vessels, without the customary precaution of having them previously tinned; and, therefore, that the complaints of the men were not groundless; nor the effects of a captious or a discontented disposition.

John Wood, David Wood, and Robert Shreeve were all promised by Capt. Ross, to be provided with a situation under government, but in these cases as in all the rest, the promise was not fulfilled.

Richard Wall applied to be received into the police at Woolwich, and obtained the situation.

Barney Lachey made an application for the preventive service, and succeeded.

John Pack and Joseph Curtis applied for gunners' warrants, and are now on board H. M. ship Excellent, under instructions.

From the foregoing statement, it is evident that the committee of the House of Commons were in an error when they reported, that "the men had received double full pay until they finally abandoned their ship, and full pay after that until their arrival in England; and that they have besides been employed in eligible situations in the dock yards, or placed in others, that will lead to promotion."

In regard to the reward bestowed upon the officers, a reference to the report of the committee of the House of Commons contained in the Appendix, will show its extent; and to Commander now Capt. Ross, there is no reward too great, which the country can bestow upon him, for whatever discoveries in geography or nautical science were made during the voyage to him and to him only is the merit due.

To Felix Booth, esq. the munificent patron of the expedition the King has been pleased to grant the dignity of a baronet, and his name will for ever stand enrolled as one of the most noble and disinterested supporters of the glory of his country and the advancement of nautical science.

A DICTIONARY

OF THE

ESQUIMAUX LANGUAGE.

English.

Esquimaux.

English.

Esquimaux.

Air or weather, also	} Seila.
Sky or Heaven	
In the open air	Seilamie.
Afraid, he is	Erksee, Erkseewoke.
Alive, he is	Innouow-oke.
Alone or by one's self	Kee-su-mu.
And, or also	Loo.
Angry	Erk-sissu-yak-poke.
Arrived, or come	Tik-kit-poke.
Arrow	Kakleoke.
Aunt	Atta.
Aurora borealis	Arksak.
Awaken, he does	Toopakpoke.
Away, or afar off	Ow-a-nu.
Away, he is	Ow-a-nut-poke.
Ale	Oo-lu-mow.

B.

Back of a man	Kee a-tuka.
Back of a Whale	Arru-ang a
or Seal	Kool-lung-a.
Ball, it is	Mama ite-pok.
	Mama-in-mut.
Bag, or Pocket	Ikperuk.
Band, for a woman's	To-glue-ga.
hair	
Bark, he does	Killo-mo-ak-poke.
	Nannoke.
	Ninnooke.
	Hu-nov-yak.
	Oo-mitku
	Tig-lik-pukna.
	Ning-oo-oke.
Belly of a Man	Neiyuk.
Belly of a Woman	Neiduk.
Belly of a Whale	Teema.
or Seal	
Being with young, she is	Sing-el-woke.
Bird	Ting-mu ya.
Blind	Assarsaree.
Boat, he does	Ka-o-loke-poke.
	Mikkellk poke.
Black or dark, it is	Ker-muk.
Boat, it does	A-oo-nak-poke.
	A-ook-poke.
Boat	A-oo-nak.
Boat, he does	Su-bloo-ak-toke-poke
Boat, as a Whale	Poo-ee-woke.
Boat, it is	Kow-look-poke.
Boat, name	Is-su-nak.
Boat, it does	Ikko-a-lak-poke.
Boat, it does	Heow-nik.
Boat, it does	Titterow-yak.
Boat, it does	Allik-tuga.
Boat, he puts on	Kamu-ga-poke.
Boat, it does	Kamuga.
Boat, it does	Mitko-lu-ga.

Bow, for shooting	Pit-see-ku.
Bow, he shoots with a	Pittuk-suk.
Bring	Persuiarsigit.
Bow-case	Pitteek-seek-tak.
Bowl of Wood	Poo-oo-tuk.
Box	Illee-we-ak.
Braces for children	Hwee-te-u-ta.
Bracelet	Seap-pang-a.
Brains	Karretak.
Break	Now-ik-poke
	Keek-to-ak-poke.
Bread	She-ga-tak.
Bread dust	Ka-nib-root.
Breast of a Woman	Oo-ee ag-nig.
Breast-bone	Toonek-u a.
Breeches	Kakleek.
Breeches, he puts on	Kakleek-poke.
Brent, Goose, or	
Barnaacle	Nyr-gluk.
Bristles	Oomia.
Brother	Kattangootu aniga.
	Anninga.
Brown, it is	Kee-yoke-toke.
By and bye	Oo-wut-yar-roo.
Buoy, made of an	
inflated Sealskin	How-wut-tak.
Button	Iche-ru-yuk.
Butterfly, a	Takkee-likkee-ta.

C.

Calm, it is	Illu-ung-nak-poke.
Canoe	Kei-yak.
Canoe, he paddles a	Kei-yak-to-poke.
Cap or Hood	Nei-seak.
Charm, a skin strap	
worn as a	Oo-ya-mu-ga.
Canister	Kuttuk.
Cheek	Oolniak.
	Oo-loo-a-ga.
Chew, he does	Ang-oo-la-woke.
Clay, slate	Ow-wee-wink.
Clench, his fist	Eer-kut-poke.
Cloud	Noo-woo-e.a.
Coal	Agga-e.
Cold	Ik-kee
Comb	Ilia-u-lik.
Come here	Ku-lee Kar-ree.
Come, (commanding)	Keiliarid.
Come, he does	Kei-wa.
Come down	Ka-noong-a.
Come, or go on	Ittuk.
Come, shall I	Ittuk-eang-a
Cut it does, like an	
Arrow	Kat-tak-poke.
	Ang-et-kook.
Conjuror	Annat-ko-a.
	Annat-ko.
Copper	Ka-noo-yak.
Cough, he does	Ka-akto-poke.

Cry, he does . . .	Kei-a-woke.
Cup or Bowl, made of musk ox horn	Ku-yu-tuk.
Cut, he does . . .	Sowe-ak-poke. Sowe-roke-poke. Pilluk-toke-poke.

D.

Dance, he does . . .	Momek poke.
Dark	Tak.
Dark, it is	Tak-poke.
Dart, for birds . . .	Noo-oo-ee.
Daughter	Pannuga Pannu.
Dead, he is	Tokoo-woke.
Dirt	Ippuk.
Dirty, he is	Ippuk poke. Oo-in-ya.
Deer	Tookto.
Dive, he does	Atkamoke. At-kak-poke.
Deer's horn	Nugsuuk.
Dive, it does like a seal	Ag-look-poke.
Dog	Mikkee.
Dream, he does . . .	Senik, toomowoke.
Dress victuals . . .	Koo-lip Suik-poke.
Dress with clothes	An-no-ak-poke, Kap-put-poke.
Drill, bone for the mouth	King-ke-ak.
Drill, a bone	Ik-koo-tak.
Drill, bow of	Kei-woot.
Drill, he does	Ik-koo-tok-poke.
Drink, he does . . .	Immuk-poke.
Drinking cup	Im-mooschuk.
Drop, it does	Ippu-woke.
Drum	Keilia-ow-tik.
Drunk, he is	Tokoo-yak-poke.
Dry, it is	Pan-nik-poke.
Duck King, name of a Bird	Mit-tiek.
Duck Eider, name of a Bird	Am-mow-liguoke.
Duck, Long Tail, name of a Bird . . .	Al-diggu-arico.
Dust	Oke-oke.

E.

Ear	Hee-u-tee-ga. He-u-ting-a.
East	Nee-yuk.
East, to the	Nie-yuk-mu.
Eat	Tamoo-a-woke.
Egg	Mannig, (plural Man- nian.)
Eight	Ping-a-hu-at. Kit-tuk-lu-moot.
Esquimaux	Immut-plue.
Esquimaux, when strangers	Sead-ler-mi-oo.
Elbow	Ikko-suga.
Ermine	Ter-ru-ya.
European (substan- tive)	Kabloona.
European, (adjective)	Kabloo-nak-ta.
Eye	Ei-ee-ga.

Eye, he has an in- flamed	Illu-u-poke.
Eye-lash	Ku-ma-rei-yuk.
Eye-brow	Ka-bioot-ku.

F.

Face	Ke-nar-ra. Ke-niak.
Fall, it does	E-u-ku-poke. E-u-kak-poke.
Fall, the tide does .	Ting-ing-oo-oke.
Far off	Ow-a-nee.
Far off, he is	Ow-a-nut-poke.
Fat, he is	Oo-in-nik-too-woke.
Fat	Oksumik.
Father	Attata.
Father or mother in law	Sakkee.
Fawn	Noke-wa.
Feather	Shoolok, (plural Sho-looa.)
Female of any animal	Arngna.
Fern	Oo-u-beit.
Fill	Arree yak-orag-ga jammee.
Finger	Tik-kuk.
Fire	Ikkooma.
Fish	Ekkalook. Ek-ka-loo.
Fish-hook	Kakleoka.
Five	Ted-lu-ma.
Flesh	Neirkee.
Flipper (fore)	Talia-roo-ee.
Flipper (hind)	Sikkoo-ee.
Foetus of a Seal, &c.	lb-lei-ow.
Foggy, it is	Tuk-siuk-poke.
Food	Ta-moo-a.
Foot of a mau or animal	Itte-keik. Itte-keik-ka.
Foot-print	Too-ma.
Forehead	Ka-ow-ga.
Fork, a	Kap-poo-loot.
Four	Sitta-mat.
Fresh	Tea-seuk.
Fox	Terru-anu-arico.
Frost bite	Kir-kee.
Frost bitten	Kir-kee-pok.
Frozen	Kir-kee-woke.
Full, he is	Akeio-toke-poke.

G

Garters	Nabloo-lu-ta.
Glutton	Kakawrik-mikkee.
Give	Pilletay.
Gloves	Adei-eidiet.
Go	Annee-attee.
Go away	Ei-liaret.
Go to the huts	Ei-liaret-egloom.
Go, shall I	Annul-yanga.
Gone far away, he is	Mamuk-poke. Mamuk-mut.
Grandmother	In-ru-ta.
Graze, as a deer . . .	Nu-ru-lek-poke.
Great many	Oonok-toot. Oonoot-pool.

Green	Poong-ook.
Grey	Kei-er-ra.
Grow, it does as a plant	Now oke.
Growl, he does . .	Kattee-mak-poke.
Gull, (Glaucous.) .	Now-idioke.
Gull, (Silvery.) . .	Now-ya.
Gull, (Sabine.) . .	Erweit-yuggu-arkoo.
Gums of a man . .	It-keek-ka.
Gun	Yuk koke-keds-uke.
	He-ek-koke-lei-gu.

H.

Hair	Nusti-ak-ka.
Hair of fur . . .	Nu yak-ka.
Hand	Mitko.
	I-yute-ka.
Hare	Addu-yut-ka.
Hare	Oa-ka-lik.
Harness for dogs .	Anuoo.
He	Oma.
	Oo-na.
Head	Ne-a koke.
	Ne-a-ko-a.
Hear, he does . .	To-chia-wat.
Heart	Omut.
Heavy, it is . . .	Oko ma-it-poke.
Heel	Kim mu-ga.
	Manu.
Here	Mei-ya.
	Mowng a.
	Oo a.
High, tall, or large, he or it is . . .	Ang-e-woke.
High, the land is .	Noon-ang-i-woke.
High, as the Sun .	Powna.
Hole	Poo-too a.
Hole in a canoe .	Pa-kiut.
Hood of a jacket .	Nei-seak.
or cap	Nei-ke-a-ga.
He puts on his hood	Nei-seak-poke.
He puts off his hood	Nei-se-ek-poke.
Hop, he does . . .	Nannu-yak-poke.
Horns of a Rein-deer	Nag gi-o.
Hot or warm . . .	Okko.
House, make . . .	Igloog-a-tuga.
How	Kanno.
How many	Kapsu.
	Kapsunu.
How do you do, . .	Kanow-ing-pissu.
answer uncertain .	Kanno-sing-ilia-goo.
Hummock of ice . .	Ma-nu-lia.
Hungry, he is . .	Nei-lik-poke.
	Ka-lik-poke.
	Oo-u-gu.
Husband	Oo ing-u.
	Oo-u-ma.
But or house . . .	Ig-loo.
But, he is at the .	Ig-loo-mik-poke.

I.

Iceberg	Sikkoo.
Indians	Piud-loo-yak.
Islet, an	Eirt-kei-lu.
	Kang-ek-loo.

Instruments of bone for discovering seals under ice . .	Keip-kut-tuk.
Instrument used by women for making holes	
Intestines of an animal	Innia-look.
	Innia-loo.
Iron	Sowik.
Iron-stone	Kal-loog-nuk.
Ivory	Tow-wa.

J.

Jacket (upper) . .	Cappu-tegga.
Jacket (under) . .	Attuga.
	Attu-ge-ga.
Jacket, he puts on his	Attu-ge-woke.
Joint of an animal	Nab-goo-ang-a.
Just now, used for past and future, also for wait . . .	Oo-it-tia.
Just so	A-mul-ya.
	Is-ko-mie.

K.

Kidney	Tak-to.
Kill, he does . . .	To-koo-poke.
Kiss	Koonig.
Knee	Sit-ko-a.
Knife, a man's . .	Panna.
Knife, (other) . .	Pillia-wow-yak.
Knife, a clasp . .	Okoo-tak-toke.
Knife, a woman's .	Oo-loo.
Knot, he ties . . .	Kei-luk-poke.
Knot, he unties . .	E-yu-nug-poke.
Know, I do not . .	Nelloo-ooanga.
	Nelloo-ooangana.

L.

Lamp of stone . . .	Kood-le-ook.
Lamp trimmer sometimes of asbestos	Tatko.
Lamp black	
Land or country . .	Pa-oo.
Laugh, he does . .	Noona.
Laying a thing down	Igla-poke.
Large	E-lu-wa.
Lead, (metal) . . .	Hung-u-wok.
Leather dressed . .	Akkil-le-rook.
Leg of a man be- low the knee . . .	Kei-uk-tok.
	Kan-na-ra.
Leg above the thigh	Koke-to-kak.
Leg of a quadrup- ed below the knee .	Nu-yoong.
Lend, he does . . .	Allookepoke.
Lie	Shagloo.
Lie, you tell . . .	Shagloo-ik-pootic.
Lick, he does . . .	Allook-toke.
Lick it (imper.) . .	Alloopa.
Lichen, of three kinds	Ka-a-yow-tik.
	Tee-row-yat.
	Oka-yute.

Light not dark	{ Ka-o-mak-woke.
Light, not heavy	{ Ka-o-mak-p. ke.
Lightning	Okit-tu-nak.
Light of an animal	Kad-loome. Ikkooma.
Like this, or in this manner	{ Akela-goa.
Like, it is	{ In-mun-t' ke.
Limestone	Immunik-tike.
Line of thong	{ Kakote-tung-o-a.
Line platted of sinew	{ Allek.
Lip, upper	{ Aklunak.
Lip, lower	{ Peller.
Listen, he does	{ Kakku-we-a-ga.
Little	{ Kaklo-ga.
Little, he or it is	{ Ka-kloo-ak.
Liver of an animal	{ Na-luk-poke.
Long time ago	{ Mikkee.
Looking-glass	{ Mikkee-poke.
Look, he does	{ Ting-o-a.
Louse	{ Al-ra-nu.
	{ Tak-hak-toot.
	{ Keu-mik-poke.
	{ Koo-muk.

M.

Make faces, he does	Ikko-yuk-poke.
Male of any animal	Ang-oot.
Mark, a	In-nik.
Marmot	{ Ikkiek.
	{ Sik-sik.
Marrow	Pattek.
Marrow spoon	Pattek-neuk.
Melt, it does	Koogsink-poke.
Mica	Kei-blia-ke-ü.
Milk	Imnook.
Mitten	Poo-a-look.
Moon, the	An-ninga.
Moon, her name	Tat-kuk.
Moon is full	Nak-koke-poke.
Moon is in her second quarter	{ Hood-le-roke-poke.
Moon shines	{ Kow-mal-luk-poke.
Morning	{ Oo-blak.
Mass	{ Man-nik.
Mother	{ A-ma-ma.
Mountain	{ King-nak.
Mouse	{ How-in-yuk.
Mouth	{ Kan-na-ra.
Musk Ox	{ Oonung-muk.
Musk Ox's horn	{ Ki-uet-tuk-suk.
More	{ A-na-ne.

N.

Nail of a finger or toe	Koo-ku.
Nail of Ivory for stopping wounds in seals, &c.	{ Too-poo-ta.
Name	{ Atka-dual-at-tik.
Name, what is yours	{ Ku-wit.
Name, what is his	{ Ku-wow-na.
Narwhal	{ Keira-loo-a.
Neck or throat	{ Toke-loo-ga.
Needle	{ Mitkoke.
Needle case	{ Atterak.

Nephew or Niece	Oyu-oga.
Nest of birds	Oo-blo-it.
Net over the lamp	Innetat.
Night	Oo-noo-a.
Nine	Sitta-mat.
No	Mikkee-lik-ka-mek.
	Nakka.
	Na-a.
Negative with verbs	Ilia.
No more	{ Tug-wa.
	{ Tei-wak.
Nod, he does	{ Poong-ak-poke.
	{ Ang-ek-pok.
North	{ Kan-nung-nak.
North, to the	{ Kan-nung-na-mu.
North, the wind blows from	{ Kan-nung-nak-poke.
North-east	{ Akkood-loonawook.
Nose	{ Kei-nak.
	{ King-ara.
Nostril	{ Pana.
Now	{ Manga-mang-ang.

O.

Oil, blubber	O-ku-a-or.
Old, he is	It-toot-koo-ak-poke.
One	At-tow-suik.
Open the door he does	{ Mak-pik-poke.
Ornamental band for the Esquimaux men	{ Mat-kud-yu-tik.
Ornamental brass or copper, worn on the forehead by the women	{ Kow-woot.
Overset	{ King-noo-woke.
Owl	{ Ook-pic-quak.

P.

Paddle	Pa-oo-tik.
Paddle or canse he does	{ Kei yak-to-poke.
Pimple	{ Kang-ring-mang-a.
Pin, a	{ Too-poo-tow-yak.
Plant, a	{ Neona.
Plant, I do	{ Pelleray-oonga.
Plover, golden	{ Toodlu-arioo.
Pluck off, he does	{ Erre-tak-poke.
Plug, cork or stopper	{ Khemig.
Plug or stop he does	{ Khemig-pa.
Pocket or bag	{ Ikpuriuk.
Poppy	{ Osuke.
Pot for cooking	{ Oot-koo-seek.
Pot, stone	{ Oot-koo-seek-seak.
Pull, he does	{ Na-tuck-poke.
	{ Noo-kit-poke.
Pull one's hair he does	{ Nu-yak-to-poke.
Push, he does	{ Nei-pak-poke.
	{ A-yaw-uk-poke.
Pyrites, iron	{ Inneuk.

Q.

Quartz, or any stone like it	{ Too-noo-yak.
------------------------------	----------------

R.

Rain, it does . . .	Mak-kook-poke.
Raven	Too-foo-ak.
Raw, as meat . . .	Mik-ke-uk.
Rib, it is	A-oo-pa-look-poke.
Rib, small	Na-tat-ko-a.
Rib, large	Toolemak.
Right, that is . . .	Ti-mun-na.
	Ti-mun.
Ring for the finger	Ikkut-komeo-tarro.
Ring, it does (as	Hu-a-nuk-pa-took-
metal)	poke.
Rise, it does (as	Oo-ling-oo-oke.
the tide)	
River or stream . .	Koo-ga-sule
Roll, it does	Ak-sea-ka-a-woke.
Rough, it is	Mannuluit.
Round, it is	Ang-malo-ik-poke.
Rob, he does	Al-lar-tuk-poke.
Ruff, for the neck .	Nak-su-anga.
Run, he does	Akpa-yuke-pok.
Run it does, as water	Koo-ook-poke.
Run fast	Suka-woke.
Run slowly	Su-keit-poke.
Rust, it does	Akook-poke.
Rope	Ak-lu-nake

S.

Salmon	Ik-a-loo.
Salt, or salt water, }	Tarriake.
or sea	
and	Seokat.
and-piper	Siggu-arui-arioo.
Sis,	Toolee-arioo.
Sw, a	Kibloo.
Sw, he does	Oo-loo-ak-poke.
Saxifraga (plant) . .	Kakud-lang-nuk.
Sisars	Kiblei-ow-tik.
Traper, for clean-	Seak-poke.
ing skins	
Trach, he does . . .	Koo-mik-poke.
Tral, large	Oguke.
Tral, small	Neiteek.
Tral, middle sized . .	Kairoluk.
Tral, young of the . .	Ibluow.
Traling, excursion }	Neitiok-poke.
Tral is gone on . . .	Ma-ate-pok.
Tral-hole	Ag-loo.
	Madleroke
Tral	Argwinrok-towa.
	Tikkeemoot.
Tral, she does . . .	Mik-tiek-poke.
	Merk-siek-poke.
Tral, for the eyes . .	Ittu yaga.
Tral, he does	Oo-mi-ak-poke.
Tral of a snail . . .	Sen-te rook.
Tral, it does	Kow-mal-luk-poke.
Tral or boat	Ooniak.
Tral, at or on board	Oomiamu.
Tral	Ille-ga-ga.
Tralder	Too-ei-ga.
	Ne-ga-blo-a.
Tral	Poo-al-ru.
Tralps	Pam-oo-lu.
Tral, the door, he does	Sikku-woke.

Sick, he is	Annu-ak-poke.
Sigh, he does	Annek-seak-poke.
Silver or tin	Imroot.
Sinew	E-wal-loo.
Sit down	In-git-poot.
Sister	Kottang-ootu Neiga-
Sister-in-law	Okoo-arra. [ya.
Six	Argwenrak.
Sing, he does	Immeik-poke.
Skin	Amig.
	Amia.
Skin of walrus . . .	Ka-ow.
Skin of a guke . . .	Kei-suk.
Skin of a whale . . .	Mak tuk.
Skin vessels placed	Ar-ney-wo a.
under a lamp . . .	
Skin vessels, small	Kei-ning rak.
buckets	Kat-tak.
Skin of deer, made	Keipik.
into a blanket . . .	
Skip a rope, he does	Kallu-wuk-tak-poke.
	Arnew-yak-toke.
Sky	Keiluk.
	Seila.
Sledge, a	Ka-moo-tik.
Sledge, he draws a .	Kamooksie-errapoke.
Sleep	Senik.
Sleep, he does	Senik-poke.
Slide down it, he does	Sirtoo-woke.
Sling for stone . . .	Illur.
Smoke, also fog . . .	Issuk.
Smoke, he does . . .	Issuk-poke.
	Pe-u-oke-poke.
Smooth	Mannura.
Snare for birds . . .	Nei-yak.
Sneeze, you do . . .	Ta-geo-pootik.
Snore, he does	Ka-moo e-woke.
Snow	Appoo.
Snow, it does	Kan-ne-uk-poke.
Snow, there is some	Nattu-roo-ik-poke.
Snow goose	Kang-ook.
Snow bunting	Kapennu-a-u-a-u.
Son	Eerning a.
or	Eer-nu ra.
She bears a	Eernuwoke.
Sore, it is	A-ang-mut.
	A-a-poke.
Sorel	Kong-o-lek.
Soup	Ka-yo.
South	P-ng-ung-nak.
South, to the	Ping ung na-mu.
South-west	Oo-onarit.
Spade for snow . . .	Poo-alle-ray.
Spear	Kiruk.
Spear for small seal	Oonak.
Spear for walrus	Kattulik.
and whale	
Spear for deer	Ippoo.
Spear for salmon . .	Kakku-wei.
Spit, he does	Kei-se-uk-poke.
Spittle	Neo-a-ga.
Spoon	Ilia-oot.
	Alloo.
Spirit	Toorngaw.
	Toorng-a.
Spring	Open-ora.

Square, it is . . .	Kit-parrik-poke.
Squint, he does . . .	Nak-koo--woke.
Stab, he does . . .	Kappu-woke.
Star	Oo-bloo-riak.
Star fish	Addu-yuggu-yu-e-ye.
Stand up	Nekko-iglua.
Steal, he does . . .	Tiglik-poke.
Stone	Oo-yar-ra.
Stone for sharpening . . .	Ar-ru-yak.
Straps used by women for carrying their children . . .	Kokeo-mowtik.
Strike, he does . . .	Toke-pa.
String of a bow . . .	No-ak-ta.
Suck at the breast, he does . . .	Amama-lak-poke.
Suckle a child she does	Millu-kak-poke.
	Ama-mook-poke.
Sun, the	Nei-ya.
Sun, its name . . .	Suk-ke-nuke.
Sun rises	Ne-ive-woke.
Sun sets	Nippe-woke.
Summer	Ow-yak.
Summer, in the . . .	Ow-ya-mee.
Swallow, pipe of an animal . . .	Iggung.
Swan	Ko-guke.
Sweat, he does . . .	Ow-milia-poke.
Swim, he does . . .	Im-naroke-poke.
	Nalloke-poke.
Surprised he is . . .	Nannirak-poke.

T.

Tall, he is	Ang-e-woke.
Talk, he does . . .	Okad-luk-poke.
	Okak-poke.
Tail of a quadruped . . .	Panu-yoonga.
Tail of a whale or seal, &c.	Seak-puk.
Take, also used for a drop	Tu-go.
Tattooing	Ka-ku-na.
Tear, he does . . .	Allik-poke.
Tin	Ee-kit-poke.
Tent	Too-pik.
Tent-pole	Kan-na.
That	Oo-na.
	Tam-na.
There	Ta-ma-nu.
	Ta-mir-ya.
Thief	Tiglig-toke.
Thimble	Tekkik.
Thin, he is	Lead-poke.
	Sead-muk.
Those	Mak-ko-a.
Thread a needle . . .	Noo-wee-w ke.
Throat	Toop-koo-ee-id-yuk.
Throw a spear, he does	Akle-ak-poke.
Throw a stone . . .	Me-lo-ee-ak-poke.
Throwing a stick . . .	Noke-shak.
Three	Ping-a-huke.
Thumb	Koo-bloo-ga.
Thunder, it does . . .	Kad-luk-poke.
Tin-pot	Im-u-su-u-roke.

To, and, or also . . .	Loo.
To-day	Oo-bloo-mu.
Toe, great	Put-oo-ga.
Toe, second	Tikku-u-rak.
Toe, third	Kei-tuk-kierak.
Toe, fourth	Mikkee-lierak.
To-morrow	Akkagoo.
To-morrow, the day after	Akkagoo-oong-a-lu.
	Akkagoo-oong-a-lu.
Too little	Ir-ki-ko-a.
Tongue	Okkara.
Tooth	Ke-u-tut-ka.
Touch, he does . . .	Ak-toke-pa.
Tickle, he does . . .	Koo-u-nugguak.
Tree, a	Na-pak-to.
Triangular, it is . . .	Noo-loo-arrik-poke.
Trim a lamp she does . .	Tat-kuit-poke.
Turnstone, (a bird) . .	Tallig-wu-ar.
	Madlerake.
Two	Ardlik.

U.

Unicorn	Ken-na-lu-ga.
Unicorn's horn . . .	Nu-lu-wa-ga.
Uncle	Anga.
Unolinch his fist . . .	Saw-wut-poke.
Undress, you do . . .	Maka-pootik.
	Marta-pootik.
Undress, he does . . .	Mattak-pok.
	Teide-oke-poke.
Unplug, he does . . .	Noo-shook pa.
Upside down, it is . .	Kood-yung-a-woke.

V.

Valley or low land . .	Nak-seak.
Very, or extremely . .	Loo-ku-nu.

W.

Wait	Oo-it-tia.
Walk, he does . . .	Pe-huke-poke.
Walk, fast	Otuk-tak-poke.
Walk, slowly	Pe-hu-ei-ak poke.
Walrus	Eiu-ek.
Walrus, he is gone to kill a	Ei-u-ek poke.
Wart, a	Oong-noo-a.
Warm	Oke-ko.
Water	Immuk.
Water in, or on the . .	Im-m'k-mie.
Waterfall	Kog-lu-nuk.
We or our	Oo a-goot.
Weed, sea (tangle) . .	Kitko-a.
Weed, another kind . .	Mu-n'ie.
Well, he is	Nappawoke.
West	Oo-ag-nuk.
	Oo-ag-na-mu.
	Oo-ag-na-moot.
Wind blows from . . .	Oo-ag-nuk-poke.
Wet, it is	Koo-ee-uk-poke.
Whale	Akko-wik.
Whale, bone of . . .	Heoke-huk.
	Yuk-wak.
Whale blubber or Oil .	Ok-u-a.

What	{ Su-na. Su-mu. Su-mig.
Where	Nem-moot.
Where of a distant place	{ Nem-moo-mu- Arreak-poke.
Whet a knife he does	Kei-ya-woke.
Whine or cry, he does	Kei-ya-woke.
Whip a	Ippu-ra-a-tuk.
Whip, he does	Ippu-ra-e-oke-poke.
Whisper	Issu be-yuke-poke.
Whistle, he does	Oo-in-ya-to-poke.
White or any light colour	{ Kow-dlook-poke. Ko-na.
Who	Pe-na.
Whose is that	Kena-oona.
Whose	Ke-a.
Wife	{ Noo-lu-a. Noo-lu-ang-a.
Willow, (plant) flower made use of for tinder	{ Hu-froo-tik. A-noo-nee.
Wind	Pik-seik-poke.
Wind blows fresh	Anno-kluk-poke.
Wind, hard	

Wind-pipe	Tooh-loo-a.
Window	Ig-gul-lak.
Wink, he does	Sikkoo-niuk-poke.
Winter	Okeoke.
Wolf	Amaroke.
Wolverene	Kablee-arioo.
Woman or female generally	{ Arng-na. Kei-yur.
Wood	Kei-yu-kak-poke.
Wood grows	Al-yow-lu-ga.
Wrist	{ Adu-yow-se-ga. Tittee-rak-poke.
Write or draw	

Y.

Yawn he does	Eiteow-yuk-pa-poko.
Yes	Ap.
Yesterday	Ik-poke-yuk.
Yesterday, the day before, used also for some time ago	{ Ik-poke-ku-a-nu.
You (singular)	{ Ig-weet. Il-weet.
You (plural)	Illipsee.
Young, he is	Mak-koke-poke.

APPENDIX.

OFFICIAL AND OTHER PAPERS.

THE SELECT COMMITTEE appointed to enquire into the circumstances of the Expedition to the Arctic Seas, commanded by Captain John Ross, of the Royal Navy, with a view to ascertain whether any and what Reward may be due for the Services rendered on that occasion, and to report their Observations thereupon to The House; together with the Minutes of Evidence taken before them:—Have enquired into the matters referred to them, and agreed to the following **REPORT**:

YOUR Committee have not felt themselves either called upon by their order of reference or competent to give an opinion on the precise merits or extent of the discoveries made during the expedition commanded by Capt. John Ross, whether in a geographical or scientific point of view; they have therefore confined themselves to such a general investigation into the facts as may suffice for a decision on the main question committed to their hands, whether any reward should be allotted from the public purse, and to whom that reward is due.

In the course of this inquiry they find that, in the year 1827 Capt. Ross, stimulated by the desire of securing to this country the honour of settling the long-agitated question of a North West Passage, proposed first to his majesty's government, and on their declining to undertake it, to his friend, Mr. Felix Booth, to fit out an expedition for that purpose: that in the following year Mr. Booth, finding that the Act, by which a Parliamentary reward was held out for the discovery of a North West Passage, had been repealed, and that no suspicious or interested motives could any longer rest upon the undertaking

"having no other object in view than the advancement of the honour of his country, and the interests of science, and to gratify the feelings of a friend," immediately agreed to Capt. Ross' proposition, on condition that his connexion with the enterprise should not be made known: that accordingly, with the exception of about two thousand pounds expended by Capt. Ross, Mr. Booth did actually bear all the charges of the expedition, to the amount of between seventeen and eighteen thousand pounds: that Capt. Ross, being left by Mr. Booth at liberty to choose whom he pleased to accompany him, received gratuitous offers of zealous service and assistance, in any capacity, from those distinguished officers, Captains Back and Hoppner, offers equally creditable to Capt. Ross and to the spirit of those, who made them; but finally selected his nephew, Commander James Clark Ross, a young officer of distinguished scientific attainments, who had been employed in every previous expedition to the Arctic seas; and having engaged Mr. Thomas as purser, who, as well as Commander Ross, agreed to go without pay, and Mr. Mc'Diarmid as surgeon, together with a crew of nineteen men, sailed from England in May 1829: that in spite of the mutiny of the crew of a whaler, which had been engaged to accompany them with provisions, Capt. Ross persevered, in reliance on finding the supplies, which had been landed by the *Fury*, on *Fury Beach*, and then entered upon a course of sufferings, of dangers and discoveries, for a summary of which your committee would refer the House to the following Letter addressed by him to the secretary of the Board of Admiralty.

Copy of a Letter from Captain Ross to Captain the Honourable
GEORGE ELLIOT, C. B.; dated on board the *Isabella* of Hull
Baffin's Bay, September 1833.

On board the *Isabella* of Hull, *Baffin's Bay*,
 September 1833.

Sir,

Knowing how deeply my Lords Commissioners of the Admiralty are interested in the advancement of natural knowledge, and particularly in the improvement of geography, I have to acquaint you, for

the information of their Lordships, that the expedition, the main object of which was to solve if possible the question of a North West Passage from the Atlantic to the Pacific Ocean, particularly by Prince Regent's Inlet, and which sailed from England in May 1829, notwithstanding the loss of the fore mast, and other untoward circumstances, which obliged the vessel to refit in Greenland, reached the beach on which his Majesty's late ship *Fury's* stores were landed, on 13th August.

We found the boats, provisions, &c. in excellent condition, but no vestige of the wreck. After completing in fuel and other necessities, we sailed on the 14th, and on the following morning rounded Cape Gang, where our new discoveries commenced, and keeping the western shore close on board, ran down the coast in a S.W. by S. course, in from ten to twenty fathoms, until we had passed the latitude of 72° north, in longitude 94° west; here we found a considerable inlet leading to the westward, the examination of which occupied two days; at this place we were first seriously obstructed by ice, which was now sure to extend, from the south cape of the inlet, in a solid mass, round by south and east to E.N.E. Owing to this circumstance, the shallowness of the water, the rapidity of the tides, the tempestuous weather, the irregularity of the coast, and the numerous inlets and rocks, for which it is remarkable, our progress was no less dangerous than tedious, yet we succeeded in penetrating below the latitude of 70° north in longitude 92° west, where the land, after having carried us as far east as 90°, took a decided westerly direction, while land at the distance of forty miles to southward, was seen trending east and west. At this extreme point our progress was arrested on 1st October by an impenetrable barrier of ice. We, however, found an excellent wintering port, which we named Felix Harbour.

Early in January 1830, we had the good fortune to establish a friendly intercourse with a most interesting association of natives, whom being insulated by nature, and never before communicated with strangers, from them we gradually obtained the important information that we had already seen the continent of America, that, about forty miles to the south-west there were two great seas, one to the west, which was divided from that to the east by a narrow strait or neck of land. The verification of this intelligence either way, on which our future operations so materially depended, devolved on Commander Ross, who volunteered this service early in April, accompanied by one of the mates and guided by two of the natives, proceeded to the spot, and found

that the north land was connected to the south, by two ridges of high land, 15 miles in breadth; but taking into account a chain of fresh water lakes, which occupied the vallies between, the dry land, which actually separates the two oceans, is only five miles. This extraordinary isthmus was subsequently visited by myself, when Commander Ross proceeded minutely to survey the sea coast to the southward of the isthmus leading to the westward, which he succeeded in tracing to the 99th degree, or to 150 miles of Cape Turnagain, of Franklin, to which point the land, after leading him into the 70th degree of north latitude, trended directly; during the same journey he also surveyed 30 miles of the adjacent coast, or that to the north of the isthmus which, by also taking a westerly direction, formed the termination of the western sea into a gulph. The rest of this season was employed in tracing the sea coast south of the isthmus, leading to the eastward, which was done so as to leave no doubt that it joined, as the natives had previously informed us, to Ackullee, and the land forming Repulse Bay. It was also determined that there was no passage to the westward for 30 miles to the northward of our position.

This summer, like that of 1818, was beautifully fine, but extremely unfavourable for navigation, and our object being now to try a more northern latitude, we waited with anxiety for the disruption of the ice, but in vain, and our utmost endeavours did not succeed in retracing our steps more than four miles, and it was not until the middle of November, that we succeeded in cutting the vessel into a place of security, which we named "Sheriff's Harbour." I may here mention, that we named the newly-discovered continent, to the southward, "Boothia," as also the isthmus, the peninsula to the north, and the eastern sea, after my worthy friend Felix Booth, esquire, the truly patriotic citizen of London, who, in the most disinterested manner, enabled me to equip this expedition in a superior style.

The last winter was in temperature nearly equal to the *means* of what had been experienced on the four preceding voyages; but the winters of 1830 and 1831 set in with a degree of violence hitherto beyond record, the thermometer sank to 22° below the freezing point, the average of the year was 10° below the preceding; but notwithstanding the severity of the summer, we travelled across the tundra to the West Sea, by a chain of lakes, 30 miles north of the coast, when Commander Ross succeeded in surveying 50 miles more of the coast leading to the N.W., and, by tracing the shore to the

northward of our position, it was also fully proved that there could be no passage below the 71st degree.

This autumn we succeeded in getting the vessel only 14 miles to the northward, and as we had not doubled the Eastern Cape, all hopes of saving the ship was at an end, and put quite beyond possibility, by another very severe winter, and having only provisions to last us to 1st June 1832, dispositions were accordingly made to heave the ship in her present port, which (after her) was named "Victory Harbour." Provisions and fuel being carried forward in the spring, we left the ship on 29th May 1832, for Fury Beach, being the only chance left of saving our lives; owing to the very rugged nature of the ice, we were obliged to keep either upon or close to the land, making the circuit of every bay, thus increasing our distance of 200 miles by nearly one half, and it was not until the 1st of July that we reached the beach, completely exhausted by hunger and fatigue.

A hut was speedily constructed, and the boats, three of which had been washed off the beach, but providentially driven on shore again, were repaired during this month; but the unusual heavy appearance of the ice afforded us no cheering prospect until 1st August, when in three boats we reached the ill-fated spot where the Fury was first driven on shore, and it was not until the 1st September we reached Leopold South Island, now established to be the N.E. point of America, in lat. $73^{\circ} 56'$ and long. 90° west. From the summit of the loftiest mountain on the promontory we could see Prince Regent's Inlet, Barrow's Strait, and Lancaster Sound, which presented one impenetrable mass of ice, just as I had seen it in 1818; here we remained in a state of anxiety and suspense, which may be easier imagined than described. All our attempts to push through were vain; at length, being forced by want of provisions and the approach of a most severe winter to return to Fury Beach, where alone there remained wherewith to sustain life; there we arrived on 7th of October, after a most fatiguing and laborious march, having been obliged to leave our boats at Barrow Bay. Our habitation, which consisted in a frame of spars, 32 feet by 16, covered with canvass, was during the month of November inclosed and the roof covered with snow from four to seven feet thick, which being saturated with water when the temperature was 15° below zero immediately took the consistency of ice, and thus we actually became the inhabitants of an iceberg during one of the most severe winters hitherto recorded; our sufferings, aggravated by want of bedding,

clothing, and animal food, need not be dwelt upon. Mr. C. Thomas, the carpenter, was the only man who perished at this beach, but three others, besides one who had lost his foot, were reduced to the last stage of debility, and only 13 of our number were able to carry provisions in seven journeys of 62 miles each to Batty Bay. We left Fury Beach on 8th July, carrying with us three sick men, who were unable to walk, and in six days we reached the boats, where the sick daily recovered. Although the spring was mild, it was not until the 15th August that we had any cheering prospect, a gale from the westward having opened a lane of water along shore; in two days we reached our former position, and from the mountain we had the satisfaction of seeing clear water almost directly across Prince Regent's Inlet, which we crossed on the 17th, and took shelter from a storm 12 miles to the eastward of Cape York. Next day, when the gale abated, we crossed Admiralty Inlet, and were detained six days on the coast by a strong north-east wind. On the 25th we crossed Navy Board Inlet, and on the following morning, to our inexpressible joy, we descried a ship in the offing becalmed, which proved to be the *Isabella* of Hull, the same ship, which I commanded in 1818; at noon we reached her, when her enterprising commander, who had in vain searched for us in Prince Regent's Inlet, after giving us three cheers, received us with every demonstration of kindness and hospitality which humanity could dictate. I ought to mention, also, that Mr. Humphries, by landing me at Possession Bay, and subsequently on the west coast of Baffin's Bay, afforded me an excellent opportunity of concluding my survey, and of verifying my former chart of that coast.

I now have the pleasing duty of calling the attention of their Lordships to the merits of Commander Ross, who was second in the direction of this Expedition. The labours of this officer, who had the departments of Astronomy, Natural History, and Surveying, will speak for themselves in language beyond the ability of my pen, but they will be duly appreciated by their Lordships and the learned bodies, of which he is a member, and who are already well acquainted with his acquirements.

My steady and faithful friend, Mr. William Thom, of the Royal Navy, who was with me in the *Isabella*, besides his duty as third in command, took charge of the Meteorological Journal; the distribution and economy of provisions, and to his judicious plans and suggestions must be attributed the uncommon degree of health which our crew enjoyed:

and as two out of the three, who died the four and a half years, were cut off early in the voyage by diseases not peculiar to the climate, only one man can be said to have perished.

Mr. Mc'Diarmid, the surgeon, who had been several voyages to these regions, did justice to the high recommendation I received of him : he was successful in every amputation and operation which he performed, and wonderfully so in his treatment of the sick ; and I have no hesitation in adding, that he would be an ornament to his Majesty's service.

Commander Ross, Mr. Thom, and myself, have indeed, been serving without pay, but, in common with the crew, have lost our all, which I regret the more, because it puts it totally out of my power adequately to remunerate my fellow-sufferers, whose case I cannot but recommend for their Lordships' consideration.

We have, however, the consolation that the results of this Expedition have been conclusive, and to science highly important ; and may be briefly comprehended in the following words : the discovery of the Gulph of Boothia, the continent and isthmus of Boothia Felix, and a vast number of islands, rivers, and lakes : the undeniable establishment, that the N.E. point of America extends to the 74th degree of north latitude. Valuable observations of every kind, but particularly on the magnet, and to crown all, we have had the honour of placing the illustrious name of our most gracious sovereign, William the Fourth, on the true position of the Magnetic Pole.

I cannot conclude this Letter, Sir, without acknowledging the important advantages we obtained from the valuable publications of Sir Edward Parry and Sir John Franklin, and the communication kindly made to us by these distinguished officers before our departure from England.

But the glory of this enterprise is entirely due to Him, whose divine favour has been most especially manifested towards us, who guided and directed all our steps, who mercifully provided effectual means for our preservation, and who, even after the devices and inventions of man had utterly failed, crowned our humble endeavours with complete success

I have the honour to be, &c.

John Ross,

Captain R. N.

Your committee have found the statements contained in the above Letter confirmed, as far as they have been examined, by

the evidence, which has appeared before them; and, supported by the opinions of Capt. Beaufort, hydrographer to the Admiralty, of Mr. Children, one of the secretaries of the Royal Society, and of Professor Barlow, who has made the magnetic variations his particular study, they see no reason to doubt that Capt. Ross nearly approached, and that Commander Ross actually reached the magnetic pole.

The importance, especially to a maritime nation, of this discovery, and of the observations connected with magnetic science, arising thereout, is most highly estimated by the scientific witnesses, who have been examined, and it is further attested by the zeal, with which this branch of science has been of late pursued by eminent men in every country, and by the expense, which several foreign governments have of late years incurred for the same object.

Under these circumstances your committee can have no hesitation in reporting, that a great public service has been performed. Independently of the demonstration, that one passage, which had been considered by preceding navigators to be one of the most likely to lead from the Atlantic to the Pacific Ocean, does not exist, thus narrowing the field for future expeditions, if such should ever be undertaken; independently of the addition of between six and seven hundred miles of coast to our geographical knowledge, and of the valuable additions to magnetic science and meteorology, which this expedition will supply, your committee cannot overlook the public service, which is rendered to a maritime country, especially in time of peace, by deeds of daring enterprize and patient endurance of hardship, which excite the public sympathy, and enlist the general feeling in favour of maritime adventure. Of this result they have strong evidence in the national subscription, which furnished the funds for the expedition of Capt. Back, in search of Capt. Ross and his gallant party, to which the Government also contributed two thousand pounds.

To the importance of these considerations, your committee is happy to have to report that his majesty's government has been insensible. Although Capt. Ross' expedition was un-

dertaken entirely on private risk, and the Board of Admiralty could not therefore be held responsible for any liabilities incurred, or be called upon in strictness to notice in any way the services of the individuals engaged in it, yet, as far as the power of the Admiralty extends, none of these services has gone unnoticed or unrewarded. It appears from a memorandum delivered in to your committee by the Admiralty, that "all the men have received double full pay until they finally abandoned their ship, and full pay after that until their arrival in England, amounting to the gross sum of £4,580; that they have besides been employed in eligible situations in the dock yards, or placed in others that will lead to promotion;" that Mr. Abernethy, the gunner; "has been promoted, and appointed to the Seringapatam;" that Mr. Thom, purser, "has been appointed to the lucrative situation of purser of the Canopus, of 84 guns;" that Mr. McDiarmid, the medical officer of the expedition, "has been appointed assistant-surgeon of the navy, and when qualified to pass his examination, will be promoted to the rank of surgeon;" that Commander Ross, to whom it appears that the greater part of the scientific results of the expedition are due "has been placed on full pay, and appointed commander of the Victory for twelve months, that he may by that length of service be enabled to receive the rank of post captain, which is by a special minute of the Admiralty ensured to him at the expiration of that time;" and that Capt. John Humphreys, of the Isabella, to whose persevering humanity alone Capt. Ross and his party, under Providence, in all probability owe their lives, has received that remuneration for the expense of bringing them home, which, upon consideration, has been thought proper by the Admiralty, and which appears to your committee to be a reasonable compensation. Capt. Ross alone, the commander of the expedition, who had the anxious and painful responsibility of the health and discipline of the party for above four years, under circumstances of unparalleled difficulty and hardship, and who had the merit of maintaining both health and discipline in a remarkable degree, (for only one man in twenty-three was lost in consequence of the expedition) is, owing

his rank, not in a situation to receive any reward from the Admiralty in the way of promotion. Having incurred expenses and losses to the amount of nearly three thousand pounds, and received no more than the half pay, which had accumulated during the expedition, he remains with the same rank with which he went out. Under these circumstances, and looking to the advantages to science and the honour to his country, which have resulted from the expedition under his command; looking to the expense which the country has been willing to incur on former occasions for similar expeditions, and to the rewards, which it has voted even for less important and honourable objects, your committee hope they are not transgressing the bounds of a due regard to public economy, in recommending that a sum of five thousand pounds be voted to Captain John Ross.

To Mr. Felix Booth, to whose modest public spirit and rare munificence this expedition is entirely due, your committee regret that they have it not in their power to propose some fit token of public acknowledgment; but they cannot forbear offering the tribute of their admiration and respect.

The case of a poor man afflicted with blindness in consequence of the expedition, has been brought before the notice of your committee by a member of the House; and your committee beg to recommend it to such consideration, as to his Majesty's Government, after due investigation of the facts, may seem fit.

April 1834.

Copy of a Letter from Captain JOHN ROSS, R. N. to Captain the Honourable GEORGE ELLIOT, C. B. dated 22d October, 1833.

Sir,

Portland Hotel, 22d October, 1833.

The expedition from which I am now returned, having been undertaken in 1829, at my own expense, I necessarily came under certain engagements with the crew, which, according to my expectation at the time, might be likely to terminate in fifteen months, and in that case I should have been enabled to fulfil those engagements; but as the absence of the men has been protracted to four years and a half, the claims upon me have greatly increased, while, by the loss of my vessel the means of discharging them has been much diminished.

In venturing to request you will submit my case to the Lords Commissioners of the Admiralty, I feel assured that the public nature of the undertaking, and the unparalleled sufferings which have attended it, will bring their lordships to the consideration of the circumstances I have stated, with every disposition to afford me the means of discharging obligations of so sacred a character.

It is true that according to law, the men may not be able to compel the payment of their wages after October, 1831, when all hopes of saving the vessel led to her abandonment, but a sense of what is due to my character as an officer of the navy, and a feeling of what is due to the men, whose constancy was never shaken under the most appalling prospects, and to whose fidelity and obedience I owe so much, I should be ashamed of myself if I could for a moment entertain a thought of any subterfuge, whereby I might evade the payment of their well-earned wages; I am anxious, however, with my slender means, to appeal to their lordships in the first instance, in the confident persuasion, that an undertaking so entirely of a naval nature, will receive their countenance and support, and that, under their lordships' recommendation, his Majesty's government will be pleased to consider the voyage as so entirely directed to public objects, as fairly to claim, under the circumstances I have described, that the payment of the officers and men should become a public charge.

As the men have most of them arrived in town, and wait the adjustment of their claims, I need scarcely add, that it is very desirable that I should, with as little delay as possible, receive an intimation of their lordships' decision upon this application.

I have the honor to be, Sir,

Your obedient Servant,

(Signed)

JOHN ROSS,

Captain of the Royal Navy.

Copy of a Letter from Mr. BARROW to Captain JOHN ROSS, R. N.
dated Admiralty, 25th October, 1833.

Sir,

Admiralty, 25th October, 1833.

I have received and laid before my Lords Commissioners of the Admiralty your Letter, dated on board the *Isabella*, of Hull, in Baffin's Bay, in September last, and I am commanded to express their lordships' satisfaction at the providential deliverance of yourself and com-

panions from a perilous situation, unequalled in the records of navigation and their congratulations at your safe return.

I am, &c.

(Signed) *John Barrow.*

Copy of a Letter from Captain JOHN ROSS, R. N. to Mr. BARROW,
dated 26th October, 1833.

Sir,

Portland Hotel, 26th October, 1833.

In consequence of a verbal communication with Sir Thomas Hardy, I have the honour to transmit, for the consideration of the Lords Commissioners of the Admiralty, a list of the officers and men employed on the late Expedition to the Arctic Seas, showing the pay due to each, on the principle that I should have felt it my duty to act upon towards them, had the discharge of those claims rested with myself, instead of being taken up by their Lordships, on the grounds of the public nature of the service to which the object of the Expedition was directed; and I have reason to know that the officers and men will consider themselves fully recompensed by the proposed scale of pay.

I trust I may be allowed to take this opportunity to express for myself and for every person under my command, the deep sense we have of the kind protection so cheerfully extended to us by their Lordships.

I am, &c.

(Signed) *John Ross,*
Captain, Royal Navy.

Copy of a Letter from Mr. BARROW to Captain JOHN ROSS, R. N.
dated 28th October, 1833.

Sir,

Admiralty, October 28th, 1833.

I have received and laid before my Lords Commissioners of the Admiralty your Letter of the 26th instant, transmitting a list of the officers and men employed in your late Expedition to the Arctic Seas, showing the amount of pay due to each, according to the scale by which I would have felt yourself bound to remunerate them for their services; and I am commanded by their Lordships to acquaint you, in that although these men have no claim on his Majesty's Government, inasmuch as the expedition was not sent out by the Board of Admiralty, yet in consideration of its having been undertaken for the

benefit of science, of the sufferings these men have undergone, the perilous situation in which they were placed for so long protracted a period, and their uniform good conduct under circumstances the most trying to which British seamen were perhaps ever exposed; and their Lordships being moreover satisfied of your utter inability to fulfil the engagements entered into by you, and of the destitute state in which these people have providentially arrived in their native country, have been induced, under such peculiar circumstances, from a feeling of humanity, immediately to relieve you from your engagement, and them from pressing necessity, rather than wait till Parliament shall be assembled, to which it is intended to submit the case; their Lordships have therefore directed the Accountant General of the Navy to advance to you the sum of £1,580, 12s. 3d., as the amount which by your statement you feel yourself under an engagement to pay to the persons therein named; from each of whom, on making them payments, you will take a stamped receipt as a voucher in full of all demands they may respectively have upon you.

I am, &c.

(Signed) J. Barrow.



OBSERVATIONS ON THE DIP OF THE MAGNET

From the PHILOSOPHICAL TRANSACTIONS

Date.	Time of the day.	Poles of the Needle direct.					Poles of	
		Axis direct.		Axis reversed		Mean.	Axis direct.	
		Face East	Face West.	Face West.	Face East.		Face East.	Face West.
1831.		0	0	0	0	0	0	0
Feb. 15.	Noon.	78 11.5	99 34.73	78 6.23	99 25.67	88 49.53	79 26.17	98 37.67
28.	1 P.M.	81 30	98 38.78	79 35.60	98 14.50	89 29.72	72 7.86	103 38.44
March 1.	2 P.M.	81 42.8	97 52	81 7	96 49.4	89 22.80	77 16	100 27
4.	Noon.	81 34.8	96 37.4	81 18	97 25	89 13.8	76 30.4	101 10
15.	1 P.M.	81 34.7	96 34.5	81 34.2	96 41.2	89 6.15	75 27.5	102 12.3
21.	4 P.M.	75 5.67	103 6.17	74 12.83	101 8.33	88 23.14	81 14.5	97 6
22.	4 P.M.	86 7.63	91 30.17	87 0.0	90 29	88 47.7	86 13	92 35.7
23.	3 P.M.	86 18.2	91 11.35	87 9.14	90 47	88 51.42	86 24.17	90 17
24.	2 P.M.	81 56.5	96 18.7	81 49.7	96 0.20	89 1.27	81 57.70	95 40.1
25.	3 P.M.	78 56	98 30	78 1.1	99 27.5	88 43.65	79 51.4	99 12.17
30.	3 P.M.	77 41	99 49.25	77 38.75	99 44.44	88 43.36	81 23.9	96 58.3
April 1.	2 P.M.	76 47.1	100 2.90	78 29	100 14.20	88 53.27	81 52.4	95 48.14
	4 P.M.	78 40.67	99 2.17	78 36.33	98 52	88 48.04	80 8.27	97 51.13
May 28.	8 A.M.	86 31.7	92 47	86 26.83	93 30	89 48.87	73 9.5	106 11.5
	2 P.M.	86 17.22	92 51.3	87 2.14	93 32.16	89 55.71	74 42.2	104 58.22
June 1.	Noon.	86 23.67	93 8.33	87 6.17	93 32.83	90 2.75	73 53.67	104 51.67
	3 P.M.	85 55.5	93 32.62	86 40.67	93 54	90 0.71	73 22	105 24.83
	5 P.M.	86 32.33	93 10.33	87 16.67	93 9.83	90 1.79	74 58.83	104 16.83
	7 P.M.	86 52.83	93 9.67	87 14.50	93 32.0	90 12.25	74 55	104 24.5
	2.	9 A.M.	84 24.33	96 12.67	96 55.1	90 4.62	82 29.5	97 14.33
		11 A.M.	84 3	96 25.56	96 35.75	89 54.08	82 36.5	97 26.75
	6.	8 A.M.	86 0.5	92 15.83	93 6.67	89 42.38	75 25.67	103 55.83
	8.	9 A.M.	86 27.5	92 3.33	87 13.67	92 17.83	75 20	101 36.17
	9.	8 A.M.	84 42.83	94 33.13	84 25.67	93 42.5	89 21.03	77 48.83
	17.	2 P.M.	86 5	92 40.2	87 41.5	91 52.5	89 34.8	82 41
		5 P.M.	86 9.8	91 48.5	87 45	91 15	89 14.57	80 45
July 13.	2 P.M.	85 43.33	92 4.5	87 50.33	91 42	89 20.40	82 23	95 1.5
Aug. 12.	1 P.M.	86 27.5	91 41.7	87 57.5	91 14.7	89 20.35	84 9.2	93 24.2
	20.	Noon.	80 3.34	98 7.5	80 46.7	97 20.8	89 4.53	76 15.7
Oct. 21.	10 A.M.	84 40.17	93 52	84 24	93 33.45	89 7.40	79 1.89	98 56.67
	22.	9 A.M.	84 40.5	94 16.5	84 50.12	93 49.37	89 24.12	77 29.4
	23.	Noon.	84 9	93 13.9	84 40.6	93 43.2	88 56.67	78 55.4
Nov. 21.	Noon.	84 18.8	94 8.1	84 18.1	94 27.9	89 17.98	77 20.5	99 22
	22.	1 P.M.	84 56.2	93 46.6	84 54.6	93 48.6	89 21.5	78 55.3
	23.	1 P.M.	84 43	93 37.6	84 59	93 24.4	89 11	79 39.8
Dec. 24.	10 A.M.	84 42.9	93 50.7	84 11.7	94 32.6	89 16.97	79 47.5	98 31
	1 P.M.	85 21.5	93 2	84 19.8	93 57	89 10.07	79 58.6	98 16.8
1832.								
Jan. 21.	Noon.	85 1	94 8.6	84 24.5	94 23.2	89 29.32	76 53	100 16.2
Feb. 16.	1 P.M.	84 58.5	95 11.8	83 17.3	95 14	89 40.04	76 46.1	100 52
	18.	1 P.M.	83 48.4	95 18.6	81 58.1	95 19.7	77 30.1	100 39.5
March 17.	3 P.M.	83 16.2	94 41.6	82 32	95 42.1	89 2.98	74 53.9	102 45.2
	27.	2 P.M.	83 30.7	94 48.4	84 2.9	91 38.4	74 4.5	102 54.7
April 13.		83 38.5	94 47	82 47.6	95 14.9	89 7	75 36.9	101 13
	15.		83 5.5	95 22.5	82 30.9	89 21.52	78 21	98 23.3

MAGNETIC NEEDLE, BY COMMANDER J. ROSS.

L. TRANSACTIONS, Part I. for 1834.

Dip of the Needle reversed.				Observed Dip.	Remarks.
West.	Axis reversed.		Mean.		
	Face West.	Face East.			
7-67	79 17-33	98 52-5	89 3-42	88 56-47	Mean observed dip at Sheriff's Bay in lat. 70° 1' N. and long. 91° 54' W. Variation 96° 12-3' W. previous to my journey towards the magnetic pole = 88° 57-04' N. (1831.)
8-44	72 52	105 43-75	88 35-51	89 2-61	
7	77 47-42	98 49-6	88 35 0	88 58 90	
0	78 15-6	99 27	88 51-25	89 2-52	
2-3	75 6-9	102 59-5	88 56-55	89 1-35	
6	81 56-1	95 35-3	88 57-97	88 40-56	
5-7	87 19-83	90 37-83	89 11-59	88 59-15	
7	87 28	91 22	88 47-29	88 49-36	
0-1	81 18	97 20-2	89 4-0	89 2-64	
2-17	80 8-72	97 21-4	89 8-42	88 56-04	
8-3	81 59-4	96 26-4	89 12-0	88 57-68	
8 14	81 27-12	97 13-4	89 5-27	88 59-27	
1-13	80 20-27	97 48-5	89 2-04	88 55-04	
1-5	84 20	94 35-8	89 34-2	89 41-53	89° 41'-9" N. Variation 57° 15' W.; lat. 69° 31' 45" N.; long. 94° 53' W. 89° 58'-11" N. Assumed direction of meridian S. 75° W. (True.) 89° 59'-46" N. Assumed direction of meridian N. 60° W.; lat. 70° 5' 17" N.; long. 96° 45' 48" W. 89° 59' N. Assumed direction of meridian N. 15° W. Same position as on the 28th of May. At Cape Isabella. Lat. 69° 26' 20"; long. 93° 51' W. At Padleak. Lat. 69° 30' 1"; long. 93° 27' 52" W.
3-22	83 24-7	94 50-18	89 28-83	89 42-27	
1-67	83 44-33	97 7-5	89 54-29	89 58-52	
4-83	83 23-33	97 23-67	89 54-71	89 57-71	
6-83	83 0-83	97 5-13	89 50-15	89 55-97	
4-5	83 38-17	96 37	89 53-67	90 2-96	
4-33	85 14-5	94 58-33	89 59-14	90 1-88	
5-75	85 20-67	94 29-0	89 58-17	89 56-12	
5-83	82 40-17	96 28-5	89 37-54	89 40-19	
5-17	81 22-33	98 37-83	89 14-04	89 22-33	
1	81 42	97 21-5	89 13-33	89 17-18	
0	85 1-3	93 2-3	88 33-65	89 4-22	
0-8	85 9-2	93 7	88 53	89 3-79	
1-5	82 37	95 14-83	88 49-04	89 4-74	Observed dip at Sheriff's Bay on my return from the magnetic pole 89° 3'-22" N. (1831.)
4-2	79 45-8	97 38-3	88 44-37	89 2-36	
0	99 53-2	78 15	88 58-47	89 1-50	
67	81 36-67	96 5	88 42-31	88 51-86	
	80 24-5	96 45-2	88 35-03	88 59-57	
5-	81 57-6	95 32-8	88 53-93	88 55-30	
2	78 41-8	98 5-6	88 22-47	88 50-22	
4	79 28-3	96 51	88 24-68	88 53-07	
8	80 36-2	95 55-4	88 34-85	88 52-92	
1	81 51-5	94 46	88 44	89 0-49	
6-8	81 37	94 41-5	88 38-48	88 54-27	
6-2	81 7	95 59-4	88 33-9	89 1-61	
2	79 51-7	96 31-1	88 30-22	89 5-31	
9-5	81 30-4	95 37-8	88 49-45	88 57-82	Observed dip at Victory Harbour 88° 54'-36" N. Variation 101° 32'-03" W.; lat. 70° 9' 18" N.; long. 91° 30' 33" W.
5-2	78 55	96 3-1	88 9-3	88 36-14	
4-7	78 28	98 45-6	88 33-2	88 54-15	
3	78 53	98 23-6	88 31-62	88 49-31	
23-3	75 45-4	101 46-7	88 34-12	88 57-82	

OBSERVATIONS ON

Date.	Time of the day.	Poles of the Needle direct.				arks.	
		Axis direct.		Axis reversed			
		Face East	Face West.	Face West.	Face East.		
1831.		0	0	0	0		
Feb. 15.	Noon.	78 11.5	99 34.73	78 6.23	99 25.6		
	28.	1 P.M.	81 30	98 38.78	79 35.60	98 14.4	
March 1.	2 P.M.	81 42.8	97 52	81 7	96 49.4		
	4.	Noon.	81 34.8	96 37.4	81 18	97 25	
	15.	1 P.M.	81 34.7	96 34.5	81 34.2	96 41.5	
	21.	4 P.M.	75 5.67	103 6.17	74 12.83	101 8.8	
	22.	4 P.M.	86 7.63	91 30.17	87 0.0	90 29.9	
	23.	3 P.M.	86 18.2	91 11.35	87 9.14	90 47.1831.)	
	24.	2 P.M.	81 56.5	96 18.7	81 49.7	96 0.2	
	25.	3 P.M.	78 56	98 30	78 1.1	99 27.5	
	30.	3 P.M.	77 41	99 49.25	77 38.75	99 44.4	
April 1.	2 P.M.	76 47.1	100 2.90	78 29	100 14.2		
	4 P.M.	78 40.67	99 2.17	78 36.33	98 52		
May 28.	8 A.M.	86 31.7	92 47	86 26.83	93 30.0	15' W.; lat. 69° 34' 45"	
	2 P.M.	86 17.22	92 51.3	87 2.14	93 32.1		
June 1.	Noon.	86 23.67	93 8.33	87 6.17	93 32.8	Direction of meridian S. 75°	
	3 P.M.	85 55.5	93 32.62	86 40.67	93 54		
	5 P.M.	86 32.33	93 10.33	87 16.67	93 9.8	direction of meridian N.	
	7 P.M.	86 52.83	93 9.67	87 14.50	93 32.0	N.; long. 96° 45' 48" W	
	2.	9 A.M.	84 24.33	96 12.67	82 46.37	96 55.1	
	11 A.M.	84 3	96 25.56	82 32.60	96 35.7	on of meridian N. 15° W.	
	6.	8 A.M.	86 0.5	92 15.83	86 58.33	93 6.6	th of May.
	8.	9 A.M.	86 27.5	92 3.33	87 13.67	92 17.8	26' 20"; long. 93° 51' W.
	9.	8 A.M.	84 42.83	94 33.13	84 25.67	93 42.5	1"; long. 93° 27' 52" W.
	17.	2 P.M.	86 5	92 40.2	87 41.5	91 52.5	
	5 P.M.	86 9.8	91 48.5	87 45	91 15		
July 13.	2 P.M.	85 43.33	92 1.5	87 50.33	91 42	bay on my return from the	
Aug. 12.	1 P.M.	86 27.5	91 11.7	87 57.5	91 14.7	N. (1831.)	
	20.	Noon.	80 3.34	98 7.5	80 46.7	97 20.8	
Oct. 21.	10 A.M.	84 40.17	93 52	84 24	93 33.4		
	22.	9 A.M.	84 40.5	94 16.5	84 50.12	93 49.3	
	23.	Noon.	84 9	93 13.9	84 40.6	93 43.2	
Nov. 21.	Noon.	84 18.8	94 8.1	84 18.1	94 27.9		
	22.	1 P.M.	84 56.2	93 46.6	84 54.6	93 48.6	
	23.	1 P.M.	84 43	93 37.6	84 59	93 24.4	
Dcc. 24.	10 A.M.	84 42.9	93 50.7	84 11.7	94 32.6		
	1 P.M.	85 21.5	93 2	84 19.8	93 57	Harbour 88° 54' 86" N.	
1832.						W.; lat. 70° 9' 18" N.	
Jan. 21.	Noon.	85 1	94 8.6	84 24.5	94 23.2		
Feb. 16.	1 P.M.	84 58.5	95 11.8	83 17.3	95 14		
	18.	1 P.M.	83 48.4	95 18.6	81 58.1	95 19.7	
March 17.	3 P.M.	83 16.2	94 41.6	82 32	95 42.1		
	27.	2 P.M.	83 30.7	94 48.4	84 2.9	94 38.4	
April 13.		83 38.5	94 47	82 47.6	95 14.9		
	15.		83 5.5	95 22.5	82 30.9	96 27.2	

ON
THE POSITION
OF
THE NORTH MAGNETIC POLE.
(SUPPLEMENT.)

On the return of Captain Ross from his last expedition, the anxiety of the British public was strongly excited, to ascertain the results of it, and particularly of the discoveries, which had been made in the various branches of nautical and geographical science. On his arrival he became the lion of the day, although dressed in one of his own bear skins, and in the different soirées and conversaziones, he showed off as the most prominent character of the party, threading the various creeks, straits, and bays of a miscellaneous party of astonished prattlers, with the same kind of heavy alacrity, that we may conceive distinguished his attempts to discover a North West Passage. Royalty commanded him to appear at their dinner-table, to enliven the dullness and stupidity of regé's etiquette, by a recital of the wonderful scenes through which he had passed, and to tickle the ears of royalty with the truly gratifying intelligence, that he had fixed the barber's pole, with a piece of bunting attached to it, on a lump of granite, in a desolate part of the world, in honour of the most illustrious monarch, who was then showering upon him the most gracious smiles of his approbation. From the dining-room of royalty he lionised at Vauxhall Gardens; a gaping multitude were shown the fertile continent of Boothia and the position of the magnetic pole, at his panorama in Leicester Square, although the said continent and the said magnetic pole happened to be at the distance of a few hundred miles from each other; he has been shown off in the various print-shops, under almost all the different forms which the human countenance can assume; he has shown himself off to the kings of Denmark, Sweden, and Russia; and, lastly, he has been shown off in the pages of this work, and

on the top of a twelfth-cake, in both of which instances he has been *cut up*, with a dexterity, that must have been highly delightful to his feelings.

Captain Ross must have been a very gourmand in fame, not to have been satisfied with these distinctive marks of the applause and approbation of his fellow-countrymen, and we consider that we have laid him under an unextinguishable debt of gratitude to ourselves, in having been the instruments of fully exhibiting the subjects on which that applause and approbation are founded. We have related "stories of skies darkened for months, in which the only indication of mid-day was a glimmering streak on the verge of the horizon,—of tribes who never drank water or heard of fire,—of unwashed natives squatting on beds of eternal ice, waiting for the appearance of a seal, to catch him, their only article of food,—of Esquimaux ladies, though not exactly belonging to the fair sex, perpetually oiled, if not perfumed,—of omens, dreams, and portents,—of expectant widowers on the ice, and anticipating widows on shore,—of bears paying visits occasionally through the roofs of houses concocted of snow,*—of a pining after greenery, the want of which prevailed to an extent, that would have broken the heart of Leigh Hunt and five hundred other pastorals of Hampstead and the adjacent parishes. We may also have related some anecdotes of the beneficence of Booth's cordial,—of the comforts of a cabin, when the thermometer in the open air was 50° below zero,—of flour-tubs filled with Esquimaux dresses, which by this time have reverted to the ori-

* On this subject we regret that we have exposed ourselves to the animadversion of some of the individuals, who sailed with Captain Ross in his last expedition, as regarding our narrative of the dreadful encounter of the gallant captain with a bear, as related by himself, and in which, but for his fine display of courage and presence of mind, he would not have lived to lionise in his native country. We considered that every part of the narrative, as written by us, was founded on truth. Great were then our surprise and confusion, when the information lately transmitted to us, that on the return of the men to the tent, in which the body of Capt. Ross had been placed in such extreme jeopardy, a diligent search was made for the footsteps of the bear; but, wonderful to relate, not a single one could be found, either on the roof of the tent or in its vicinity. We must therefore leave the public to take which ever version they like of the affair, and to decide whether Capt. Ross saw the bear in reality, or in a dream.

ginal owners,—of the great advantages of a steam-engine in the midst of a floe of ice, and of the incalculable benefit of the pronoun *we*, when speaking of the discoveries of other people. These, and many other things, we acknowledge ourselves guilty of having committed, but we did not expect that we should have been taunted, for the neglect and indifference, which we have shown for the valuable and important discoveries during the embedding of Captain Ross, for the period of three years within the regions of thick-ribbed ice ; and moreover for the occasional ridicule, which we have presumed to throw over some of the most memorable actions of the expedition.

In regard to the doubts which we expressed, respecting the discovery of the true position of the magnetic pole, we have been favoured with an official communication from a member of the Royal Society, transmitting us a copy of the MEMOIR ON THE POSITION OF THE MAGNETIC POLE, as drawn up by Commander Ross, and read to the fellows of the Society on the 19th December 1833, accompanied at the same time with the request, that we would either incorporate it with the present work, or publish it in a future edition. The latter not being feasible from the manner in which the work is published, no other alternative was left for us than to reject it altogether, (the whole of the work having gone to press,) or to give it to the public in a Supplemental Part. In justice to the highly talented individual by whom the memoir was drawn up, and that the public might be put in possession of the most genuine and authentic information regarding the most important of all the discoveries, which were made during the whole of the expedition, we resolved to adopt the latter plan, especially as in that very memoir, the opinion, which we have expressed in the body of the work, touching the participation or even interference of Capt. Ross in any of the principal discoveries, is fully corroborated, as well as the erroneous statements which were given by him to the Committee of the House of Commons, as far as regarded the discovery of the position of the magnetic pole.

Although it immediately transpired, after the arrival of Capt. Ross, that the avowed purpose of the expedition had not

been fulfilled, yet in the letter addressed by him to the Hon. George Elliot, secretary to the Admiralty, the public were given to understand, that certain discoveries had been made, highly important to science, the crown of which was, "the placing the illustrious name of our most gracious sovereign on the true position of the magnetic pole."

In strict conformity with the documents, with which we were furnished for the compilation of the last voyage of Captain Ross, and from the concurrent testimony of several individuals engaged in the expedition, we were led to form the opinion, that the true position of the magnetic pole had not been discovered, with that certainty and accuracy as were announced by Capt. Ross, in his letter to the Hon. George Elliot; or, at all events, that he himself had little or nothing to do with the discovery, even to the extent to which it was carried. By a reference to the examination of Capt. Ross before the committee of the House of Commons, the members of that committee could not, from the guarded answers that were given by him, arrive at any other conclusion, than that he himself had been instrumental in the discovery, and that the information which he gave them was derived from his own knowledge and experience.

In order, however, perfectly to understand the statements, as given by Capt. Ross and Commander Ross, and to reconcile the difference of the two accounts, as well as to determine to which of the two the merit of the discovery belongs, we will, in the first instance, give the statement of Capt. Ross, as it was explained by him in his answers to the Commons' committee.

In the 51st question, he is asked if "The position of the magnetic pole had already been determined by previous observation?"—"Yes, by previous information; by *our own observation we had determined we were within a very short distance, where the ship was, from the magnetic pole. By continuing those observations, we arrived at the spot.*"

In a subsequent part of the examination, *we* admitted that *we* were not within forty miles of it. When the memoir of Commander Ross is given, it will be seen that *we* were not within nearly double that distance.

Questions 52-3. "Before you reached that spot, what was the greatest variation of the compass?"—"We were then at a variation of 90 degrees westerly; previously to that, we had been 180 degrees; we passed round it; which-ever way we passed it, as we passed round it, the compass turned towards it horizontally, and when we were to the north or south of it, we turned a variation of 180 degrees. When we were east or west, our variation was 90 degrees."

"Within what area do you conceive you have reduced the situation of the magnetic pole?"—"One mile."

We will here just quote that part of the memoir of Commander Ross, which relates to the area within which the position of the magnetic pole has been reduced, and which will go a great way to confirm the opinion, which we promulgated, that Capt. Ross himself knew little about the matter.

"To complete the observations on the intensity of the magnetic force, and the various experiments which were made, and which it is unnecessary here to notice, occupied the whole of the time that I could devote to that purpose; and although there is a difference, amounting to several minutes, in the different observations made in the same direction of the needle, yet the resultant mean dip of the three directions in which they were obtained, placed us as near to the magnetic pole as, with our limited means, we were able to determine. *And although it cannot but be a rough approximation, yet it is hardly possible to be more than a few miles from the exact position.* It was at any rate quite impossible for us to know, now that the horizontal needle had ceased to act, in whatever direction to proceed, for the purpose of approaching it more nearly; for, *in order to determine its exact position, the co-operation of several observers placed at some distance in various directions of its position would be necessary.*"

After the last able and scientific exposition of Commander Ross, it is scarcely necessary to inquire into the quantum of truth which lies in the answer of Capt. Ross, that the area in which the position of the magnetic pole had been reduced to was a mile.

Desisting at present from entering into any further discussion, as to the subject of the position of the magnetic pole, we consider

it necessary, for the more complete comprehension of the subject in all its relative bearings, to trace the extent of the scientific objects that were gained by the expedition, and thence arrive at the true standard at which it ought to appear in the public opinion. Relying upon the veracity and authenticity of the sources from which our information was drawn, we, from the very outset of the work, hesitated not to express our most decided opinion, that the value of the discoveries so vaunted by Capt. Ross, in his official letter to Capt. Elliot, was to science in general of very small amount; and that had it not been that Commander * Ross accompanied the expedition, the general result of the voyage would have been more insignificant and worthless than that by which any of the former Arctic voyages had been distinguished. To the discovery of the continent and isthmus of Boothia Felix, we attach nearly the same consequence as to the discovery of Sancho Panza's island of Barrataria, and we have no reason to doubt, that it is still to be found in existence somewhere about the 73d degree of north latitude; although we are acquainted with those belonging to the expedition, who have some faint remembrance of Capt. Ross once going on shore, and sticking up a pole, with a bit of red bunting appended to it, and the report was then current, that he had been acting in the character of a godfather to the territory, which was hereafter and for ever more to bear the latinised name of his generous and patriotic friend. It may, however, be said to be almost beyond the range of probability, that it will ever be trodden again by a European foot, and that even as an addition to our geographical knowledge, the intelligence which Capt. Ross has brought home with him, respecting its situation, extent, and natural productions, is of so vague and indefinite a character, as to render it a task of no small difficulty to future geographers to know in what manner to describe it. In regard to his discovery of a number of islands, rivers, and lakes, according to his statement in his letter

* We are well aware, at the time when we are writing these pages, that Commander Ross has received from the Admiralty his well-earned promotion; but to distinguish him as *Capt.* Ross would lead to a misunderstanding as to which of the two officers we alluded.

to Capt Elliot, we doubt not that such a discovery may have been made in the vicinity of the continent of Boothia, as we are scarcely aware of any continent without a river, nor an inlet of the sea, in which some islands are not to be found. In regard, however, to the islands, the discovery was forced upon him, much against his will, for the Victory got so jammed in between them, that she never could be afterwards extricated; in fact, so great was the number of the islands, that if the value of the discoveries is to be estimated by the extent of the number discovered, the islands will certainly stand first on the list, for according to the statement of several of the crew of the Victory, that part of Prince Regent's Inlet, in which the Victory wintered, bears the complete character of an archipelago. There was scarcely a tract of land, which presented the appearance of a continent, which, on a more minute examination, was not found to be an island; in fact, it was the land being so frequently intersected with water, that threw the greatest obstacle in the way of Commander Ross from pursuing his scientific discoveries, to that extent which his talents and perseverance would have otherwise accomplished. Capt. Ross certainly speaks largely of his discovery of the breeding-place of the whales; and so great was the credulity of the members of the committee of the House of Commons, who were appointed to ascertain the extent of the claim of Capt. Ross to £5,000 of the public money, that if, in addition to the discovery of the breeding-place of the whales, he had informed them that he had discovered the very whale in which Jonah, in former times, took up his lodging for three days, it would have been thrown in as a very ponderous item into the scale of his professional services. It must, however, be observed, that according to Capt. Ross' own admission, the survey of the creeks where the whales resort to breed, was performed by him *after* he had joined the Isabella. This statement, however, ought to have excited some doubts in the minds of the sapient interrogators of the committee; for Capt. Humphreys knew his own business too well, and was too much alive to the interests of his employers, than to lose sight of the actual object of his voyage, merely for the purpose of conveying Capt. Ross into any creek or harbour, which he might

find it to be his inclination to survey. There is further very little doubt, that the breeding-places of the whales were known to the majority of the captains of whaling ships, long before Capt. Ross made his *debut* in the Arctic seas, or before he took upon himself the character of principal buffoon in his serio-tragico-farcico-comico pantomime of the Discoverer of the Magnetic Pole.

If, however, we direct our attention to the different subjects of scientific research, as forming the chief objects of the expedition, we shall find, that in whatever progress was made towards their attainment, the talents and exertions of Capt. Ross were very seldom called into action ; at the same time that his answers to the questions put to him by the members of the Commons' committee, are so dexterously and *scottishly* worded, as to lead them to believe that his brow only is entitled to wear the laurel.

Thus, according to the 59th question, he is asked, "Do you conceive *yourself* to have attained any other scientific object?" "Yes, I have brought with me a table of meteorological statements, first stating the direction of the wind, its force, the state of the weather, and the height of the thermometer every hour for three years, at nearly the same spot, which is considered a very great desideratum, as you will be able to compare it with the temperature of other parts of the globe."

The manner in which he evades the gist of this question, is at once obvious ; he is asked, "Do you conceive *yourself* to have attained," &c. ? To which he does not reply that he had or had not attained any particular object ; but he merely states, that he brought home with him a meteorological journal, on the same principle that he also brought home with him some bear skins ; but if the acquisition of these skins had depended upon his shooting the animals, whose carcasses they covered, it scarcely amounts to a question whether he would have had any skins to exhibit at all.

Capt. Ross is subsequently asked, "Who had the charge of the meteorological journal?" and he answers, "Mr. Thom, to whom it was principally entrusted ; and by that officer the men were taught regularly to look at the thermometer every hour, to note

the wind, its direction, its force, and also the state of the weather, and insert it in a log-book, kept for that purpose, every hour during the whole three years that they were employed on the expedition. Thus, Capt. Ross is completely absolved from all participation in the keeping or arrangement of the meteorological journal, and therefore as far as that science is concerned, the personal acquirements of Capt. Ross are of no account whatever.

In regard to the sciences, Capt. Ross is asked, "Are there any other parts connected with science, which you would wish to state?" He answers, "There is also a full account of the geology, natural history, and botany, which is principally done by Commander Ross."

"What were the botanical discoveries you made?"—"Small plants, incident to all those climates. I *think* there are *three* new ones, which spring up just for one month in the year. In the month of August they are seen."

Thus it is evident, that, as far as the knowledge of Capt. Ross extends, and even that is in a certain degree based on conjecture, the discoveries in botany extend no further than to *three* new specimens; we are, however, enabled to state, that Capt. Ross knew no more of the extent of the botanical discoveries than Pootwut-yuk, the Esquimaux; but the committee were satisfied with his answers, and it is an undoubted fact, that Capt. Ross could not have been otherwise than satisfied with the questions that were put to him, for the greater part of them were negative, or so couched, that even a much less skilful fencer than Capt. Ross showed himself to be, would not have experienced any great difficulty in parrying them.

Consistently strong, however, as we may have been in our animadversions on the general merits of the last voyage of Capt. Ross, we have the satisfaction to think that we have been fully warranted in the strictures in which we have indulged, respecting the success with which the expedition has been attended, as well as the manner in which it was conducted by the individual who had the principal command of it. That our opinion, however,

is not a solitary one, and that it stands confirmed by individuals, who hold a high rank in the naval service of the country, we transcribe one of the letters received on the subject; abstaining, from very obvious reasons, from affixing the name of the writer.

Southsea Common, Portsea,

SIR,

25th Dec. 1834

As an individual much interested in Arctic voyages, I have to thank you for publishing the account of Capt. Ross' last voyage. I have read the thirteen parts published, and *never was such an exposure of quackery and humbug*;—things proper to be so served. Accident not long since threw the work in my way, and I have shown them to several gentlemen, and also many naval officers, who think it but due to yourself to suggest that you make it more known, and recommend most strongly, that you send the parts to the editor of the United Service Journal, who will doubtless have it reviewed in that work, for the information of the profession.

I am, Sir,

Your most obedient humble servant,

W. J. B.

R. N.

Having thus far discussed the question of the value of the expedition, in regard to its scientific attainments, and the participation which Capt. Ross had immediately with them, we shall proceed to the great and important point, viz. the discovery of the true position of the magnetic pole, commencing with an historical and scientific account of the different discoveries in magnetism, and their ultimate effect on the discovery of the true position of the magnetic pole.

In order to show the incompatibility of the observed laws of terrestrial magnetism with the supposition of the earth itself being a magnet, and at the same time their accordance with the laws, which appertain to a body whose magnetism is induced by electricity, it will be necessary to trace a retrospective view of the several discoveries which have been made connected with these subjects, since the commencement of the present century, and particularly within the last ten or twelve years; at the same time it will not be uninteresting, nor by any means devoid of instruction, to trace the source of the discovery of the magnet to the very period when a further light has been thrown upon it, by the discoveries of Commander Ross on the actually supposed position of the magnetic pole.

It would be here to little purpose to inquire particularly whether the magnet had its name from the shepherd Magnus, who, as Nicander and Pliny affirm, discovered it upon Mount Ida, by the iron of his crook, and the nails in his shoes, or whether it was so titled from Magnesia, that part of Lydia, where, according to Lucretius, it was first found. The Grecians, indeed, who were acquainted with the various names it then went by, and likewise with its attractive property, have sometimes called it siderites, from *οιδνης*, iron; but more frequently the Heracleian stone, from the city of Heraclea, in Magnesia; and Snellius may be right in saying that Euripides was the first who gave it the name of magnes, though Sophocles calls it *lapis Lydius*.

With respect to the properties of the magnet, Father Kircher endeavors to prove, that its attraction was known to the Hebrews; and from Plutarch, it seems to appear that the Egyptians were not ignorant of it. Pythagoras, Ptolemy, Hippocrates, Empedocles, Democritus, Leucippus, Epicurus, and many more of the ancients, knew and admired this wonderful property of the magnet. It was on account of this quality that Thales and Anaxagoras gave it a soul; and Plato, who called it the stone of Hercules, said that the cause of its attraction was divine.

The discovery of the verticity or directive property of the magnet or loadstone, and the communication of that verticity to iron or, in other words, the invention of the mariner's compass,

though only a consequence of the former property, appears to be but of modern date. It is indeed pretended, that the eastern nations were well acquainted with the property of the magnet, long before the Europeans had learned any thing about it. Some allege, that Solomon knew the use of the compass, and that thereby he was enabled to send his mariners to Piru, which was then called *Parvaim* and *Ophir*.* Other authors affirm, that the Chinese about that time, or even earlier than the days of Solomon, were acquainted with this most useful property of the magnet. This, however, has been much doubted, although it is spoken of both in Duhold's History of China, and the learned Renaudot's dissertation on the Chinese sciences.

Flavius Bend affirms that, on or about the year 1302, one John Goia, a noble citizen of Amalphi, a town of Principato in the kingdom of Naples, first discovered the mariner's compass; and for this he quotes the following verse from Antony of Palermo, recorded by the Neapolitan historians:—

“Primo dedit nautis usum magnetis Amalphi.”

The arms of the territory of Principato has, it seems, been ever since a mariner's compass. It has also, with equal confidence, been asserted, that Marco Paulo, the Venetian, learned the use of the mariner's compass from the Chinese, and that he first made it known in Italy, about the year 1260; but this must evidently be a mistake, for we find in Purchas' Pilgrims, that Marco Paulo did not set out on his journey to China before the year 1269, nor did he return before the year 1295. It appears, however, from some existing documents, that the directive property of the magnet, and the communication of that property to iron, was known in Europe before that time, though to all probability it was not used in navigation until some time afterwards which may be very reasonably attributed to the clumsy way of suspending the magnetic needle, which was at first used.†

* See Pineda, de Rebus Solomonis. lib. iv. c. 15.

† The assertion of Dr. Wallis seems to be well founded, viz. that the magnetic needle or compass was brought to perfection by gradual steps and partial improvements, and that to these, the English may claim a considerable share; indeed it must be allowed, that they have brought the manufacture of instruments to a greater perfection than any other people in the world.

Gassendus adduces, as an argument of the French having been the inventors of the compass, that the north point is always marked with a fleur de lis. As to the pretence of Goropius, that the compass must be the invention of the Danes, Dutch, or Germans, because the thirty-two points of it are written and pronounced in the Dutch or Teutonic language, has no better grounds than the English claim from the words compass or box. Vincentius Belluacensis, and Albertus Magnus, who lived about the year 1245, as well as Livinus Lemnius, make mention of the direction of the poles of the magnet, as is seen from a tract *de lapidibus*, which has been attributed to Aristotle, but is supposed to have been the work of some Arabian author, a little or about their own time, which tract has been since lost.

Francis Gabius, a jesuit of Ferrara, says that the first thing he knows professedly written on the direction or verticity of the magnet, was an epistle of Petrus Peregrinus Gallus, about the latter end of the thirteenth century, and that the peregrinations of this same Peter, in magnetical philosophy, were not far from the truth. A few years after, this epistle was clandestinely altered, and in some degree mutilated, by one John Tasnier, who published it in his own name, under the title of *Opusculum perpetua memoria dignissimum de natura et effectibus magnetis*. Some authors of note affirm, that this Petrus Peregrinus was no other than an assumed name of the English friar Bacon, who flourished in the thirteenth century.

Amongst the manuscripts of the university of Leyden there is a volume containing many scientific tracts, one of which is a letter of Peter Adsiger, which is dated in the year 1269, and contains an account of almost all the properties of the magnet, as they are known at the present day. The attraction, repulsion, directive property of the magnet, the communication of those properties to iron, the construction of the azimuth compass, the use of the magnetic needle, and the variation, are explicitly laid down in a curious letter, which is entitled, *Epistola Petri Adsigerii, in signationibus naturæ magnetis*, and published by Cavallo, in the second edition of his treatise on magnetism.

The important discovery of the inclination or dip of the mag-

netic needle was made about the year 1576, by Robert Norman, a compass-maker, residing in Wapping, who, in 1580, published a pamphlet, entitled, "The newe Attractive, showing the Nature, Propertie, and manifold Vertues of the Loadstone, with the Declination of the Needle therewith under the Plaine of the Horizon. Found out and discovered by Robert Norman." The sole credit of the discovery was awarded to him by Dr. Gilbert and Mr. William Burrows, cotemporary writers on the subject of magnetism. "The newe Attractive" was dedicated to Mr. Burrows, and Dr. Gilbert speaks of the author, in the following terms:—"This is that Robert Norman, that skilful seaman and ingenious artificer, who first found the inclination of the magnetic needle."

Norman thus describes "by what means the rare and strange declining of the needle from the plane of the horizon was first found."

"Having made many and divers compasses, and using always to finish and end them before I touched the needle, I found continually, that, after I had touched the iron with the stone, that presently the north point thereof would bend or decline downwards under the horizon in some quantity, in so much that to the fly of the compass, which before was made equal, I was still constrained to put some small piece of wire on the south part thereof, to counterpoise this declining, and to make it equal again."

"Which effect having many times passed my hands, without any great regard thereunto, as ignorant of any such property in the stone, and not before having heard nor read of any such matter: it chanced at length that there came to my hands, an instrument to be made with a needle of six inches long, which needle after I had polished, cut of a just length, and made to stand level upon the pin, so that nothing rested but only the touching of it with the stone; when I had touched the same, presently the north part thereof declined down, in such sort, that being constrained to cut away some of that part to make it equal again, in the end I cut it too short, and so spoiled the needle, whereon I had taken so much pains. Hereby being struck into some choler, I applied myself to seek further into this effect, and

making certain learned and expert men, my friends, acquainted in this matter, they advised me to frame an instrument, to make some exact trial how much the needle touched by the stone would decline, or what greatest angle it would make with the plane of the horizon.

"Seeing that it is manifest that there is a declining of the needle, and that the same is not caused by any ponderous or weighty matters in the virtue received from the stone, it may be demanded, by what means this declining or elevation happeneth, and in which of the two points consists the action or cause thereof?

"Peradventure you will say, as others have imagined, that it is in the south point of the needle, elevated by the attractive virtue of some point of the heavens that way. Perchance you will yield it rather to be in the north point of the needle, which by some attractive point in the earth or in the heavens, beyond the earth that way, is drawn down and caused to decline; and it declining, of necessity the other south point opposite must needs be lifted up.

"Your reason towards the earth carrieth some probability, but if I prove there be no attractive or drawing property in neither of those two parts, then is the attractive point lost, and falsely called the point attractive. But because there is a certain point that the needle always respecteth or sheweth to be void, and without any attractive property, in my judgment, this point ought rather to be called the point respective.

"And further, if it may be proved that there is no attractive or drawing power in that point, the power and action in that point condemned, then of necessity the power and property, without any external cause remaineth only in the stone, and after the needle being touched with it, having the same power and property in it that the stone hath in every respect.

"Now, as the needle hath this apparent property in declining under the horizon, to show the point respective, so it is most manifest that in declining it hath a property in varying or departing from the poles, even as the point respective openeth or sheweth greater or lesser distance between the said point respective and the pole or axletree of the earth; and this departing is called the

variation of the needle. This variation, however, is no other thing than a certain part or portion of a circle contained between two straight lines, proceeding both from one centre, which may be imagined to be the centre of the needle, and from thence both extending and going directly forth, one to the pole or axletree of the world, and the other to the point respective; and this part of a circle contained betwixt these two lines is said to be variation.

“ And further, it is here to be noted, that always these two lines have two right lines cutting them directly in the centre of the needle; the one of them crossing the meridian at right angles in the centre of the needle, is the true east and west of the world; and the other crossing the line respective at right angles, is the false east and west that the varying needle or compass showeth.

“ This variation is judged by divers travellers to be in equal proportion, but herein they are much deceived, and therefore it appeareth, that, notwithstanding this travel, they have more followed books than experience in that matter. The variation is said to be proportional or uniform, when in the increasing or decreasing of a degree of variation is found no certain number of leagues or miles going, increasing or decreasing in one parallel or latitude by like equal proportion, and that if the variation be doubled, going by one parallel, so shall the leagues or miles also. But this is not found to be the case.

“ For in going from Scilly to Newfoundland, which is not 600 leagues, it is found that the needle doth vary more in 200 leagues when you come near that country, than it doth in 400 leagues of your first way. And also in going to Newfoundland, it varieth more in one-third part of the last of the way, than in two-thirds of the first, and in those parts it is found to be sudden. Further, it is found, between the North Cape and Waigatz, very strange in recoiling and coming back again to the westward to the pole, before it hath fully accomplished two points of variation in the compass; so that at Waigatz it varieth to the westward, as it doth in Newfoundland; and the coming back again before it hath accomplished four points of the compass, is to

strange, and against the opinions of all that have before written."

That Norman, in the elucidation of his opinion, was standing on the threshold of truth, and breaking through the obscurity in which the variation of the needle was involved, must now be manifest. In the further exposition of this intricate and difficult subject, it may be proper to observe, that what we call the north magnetic pole is in fact a south pole, or, in other words, it is a magnetic pole, contrary to that pole of the needle, which is attracted by or directed towards the north pole of the earth, because the magnetic attraction takes place only between poles of different denominations, and for the same reason, what we call the south magnetic pole of the earth, is, in fact, a north pole.

It is likewise evident, that according to the position of these magnetic poles, the compass needle will be differently affected, and from thence we are entitled to draw the following results:—

If the magnetic poles of this earth had coincided with the true poles thereof, there could have been no declination or variation of the mariner's compass in any part of the world, that is, if the earth's uniformity be magnetical; for in that case the needle, in pointing to the magnetic poles, must also have pointed to the true poles. This needle would, therefore, be necessarily directed along the course of the meridian, or, in other words, it would not have any declination either to the east or west thereof.

If the magnetic poles were situated in the same meridian, and in opposite parallels upon that meridian which passes through the magnetic or true poles, from one of the magnetic to the other, and upon the opposite meridian all along, there could be no declination, for the reason mentioned in the former case, likewise upon the equator there would be no declination; for though, if one of the magnetic poles was only to act upon the needle, in passing along the equator to the distance of 90° in longitude east or west, the declination would increase; so that at 90° distance from the line of no declination, it would be equal to the angle contained between the magnetic and the true poles, yet as the other magnetic pole in this case is always within the same

distance of the needle, it will act upon the opposite end of it with equal force, and will consequently keep it parallel to itself all round the equator; but in going from the equator north or south, the declination will be increased so as to be 180° on the little arcs or spaces of the meridian contained between the true and magnetic poles, which is the greatest possible declination, in all cases whatever.

It is further to be observed, in this case, that the lines of no declination including these arcs of 180° form two great circles of the globe along the meridian and equator, crossing one another at right angles, and dividing the surface of the globe into four quarters, two in each hemisphere; the one hemisphere having west declination in the north, and east declination in the south half thereof. In the opposite hemisphere it is just the reverse, so that each of the arcs or semi-circles of no declination have east declination on one side of them, and west declination on the other. The small arcs of 180° declination, which are between the true and magnetic poles, we reckon in all cases as part of the lines of no declination, for there, indeed, the needle conforms itself to the meridian as well as in the other parts of the circle, though its ends be reversed.

In short, as all the lines of declination or Halleyan lines, as they are very properly called, do coincide and terminate in the magnetic and true poles; so these arcs of 180° are a kind of stop-gaps, making with each of these lines, as in the present case, a curvilinear figure returning into itself, which figures from 180° between the poles to 0° declination upon the equator, do each of them include a space larger than the other, till at last they fill up the whole quarter of the surface of the globe, and conform themselves as nearly as possible to the shape and figure thereof. As a variety of this case, we have just to mention, that the magnetic poles may be situated in the same meridian, but in parallels which are not opposite. In that case, the only alteration which could happen, is, that in the hemisphere in which the magnetic and the true poles are nearest to one another, the figures, formerly the Halleyan lines, become smaller, and the corresponding figures on the opposite hemisphere larger.

The line of no declination, which, in this case, represents the equator, would also be proportionably nearer to the poles which are nearest one another.

If the magnetic poles were situated in opposite meridians, and opposite parallels upon those meridians, which pass through the magnetic and true poles, there could be no declination, for the reasons mentioned in the former cases; but, upon the equator eastward and westward to the distance of 90° in longitude, the declination would actually increase, so as there to be equal to the angle, which measures the distance between the true and magnetic poles, and would thence in the same manner decrease for the other 90° to the opposite meridian.

The Halleyan lines of 10° 20° , &c., as far as the greatest declination upon the equator, in this case become arcs or curves, which conform themselves as nearly as may be to the course and direction of the lines of no declination, and are called by magnetists, the lines of the first order, but the lines of the greatest equatorial declination cross one another at the distance of 90° in longitude, from the meridian or circle of no declination, something in form like the letter X, or like two Gothic arches joined at the vertex. They are termed lines of the second order, and may very properly be considered as the boundary between the lines of the first and third order; as the lines of no declination are always boundaries between the lines of the east and west declination. In this case, these lines of no declination, including the arcs of 180° , form only one great circle along the meridian, dividing the surface of the globe into two hemispheres, in one of which there is east declination, and in the other west declination.

From the greatest equatorial declination to the arcs of 180° , the Halleyan lines of the third order are curves returning into themselves, and in shape nearly resembling parabolas erected upon the arcs of 180° . As a variety of these cases also, we have only to add, that if the magnetic poles were situated in opposite meridians, but in parallels which are not opposite, then in that hemisphere, in which the true and magnetic poles approach nearest one another, the figures formed by the Halleyan lines would

be smaller, and in the opposite hemisphere, the corresponding figures would be larger in proportion.

It was once the general opinion, that the poles of every magnet must be diametrically opposite to one another, as the poles of natural magnets are generally found to be so, but Doctor Gowen Knight has demonstrated, by experiments, that the poles of magnets may be disposed in every possible direction. The most extensive case, that can come under our consideration is, when the magnetic poles are situated neither in the same nor opposite meridians, and this seems to have been the real position of these poles, ever since any observations of the declination of the magnetic needle have been made. In this case then, the lines of no declination cannot be either in the direction of a meridian or along the equator, as in the former cases, but a kind of curves, which are variously inclined to both, and they divide the surface of this globe into two parts, but those parts are not hemispheres, as in the last case, for they may be of very different extent.

If the magnetic poles be situated in meridians nearly opposite, the curvatures of those lines are the less, but as the magnetic poles approach nearer to the same meridian, the curvature of the lines of no declination become greater, until they almost touch one another, something in form like the figure 8, and at last they complete the two great circles.

The lines of the second order, which correspond to the great circles of equatorial declination, if the magnetic poles be situated in meridians nearly opposite, have a declination nearly equal to the angle formed between the magnetic and true poles. But as the magnetic poles approach near the same meridian, this declination decreases, till at last it entirely vanishes together with the lines of the first order, and leaving only the lines of the third order.

The foregoing cases will be found to convey every thing necessary towards an explanation of the declination of the magnetic needle. It is, however, a most important circumstance for our consideration, that in the Berlin Memoirs for the year 1750 Euler has, from a series of mathematical calculations, actually laid down the spot where the position of the magnetic pole

be sought for, and which exactly corresponds with the discoveries detailed by Commander Ross, in his memoir to the Royal Society. According to that most erudite mathematician, the north magnetic pole seems to be situated near to the meridian, which passes by Cape St. Lucar, the south point of California, and between the latitudes of 70° and 80° north.

The situation of the south magnetic pole at that time seems to have been above 60° more westwardly, and near the latitude of 60° south.

From the position of the magnetic poles, the result is as follows:—From the north magnetic pole a line of no declination commences, and by a route somewhat resembling the letter S, it traverses the continent of North America and the Atlantic Ocean to the south pole of the earth, and then, by the arc of 180° , to the south magnetic pole.

From the south magnetic pole this line of no declination proceeds, and in like manner traversing the Pacific Ocean passes by the islands of the East Indies, and through the continent of Asia to the north pole of this earth, and so by the little arc of 180° to the north magnetic pole.

These lines divide the surface of the globe into two parts, and in going eastward from the first to the second line over the eastern parts of North America, Europe, Africa, and a great part of Asia, there is west declination; but from the second to the first, over the eastern parts of Asia, South America, the western parts of North America, and the Pacific Ocean, there is east declination. The declination of the lines of the second order corresponding to the greatest equatorial declination, amounts in this case to 12° ; and for the east declination they cross one another in north latitude 24° , and about 30° in longitude west of the meridian of California; for west declination, the intersection is likewise in 24° north latitude, upon that part of the coast of the Red Sea which is next to Arabia Felix.

That line, which we shall call the Atlantic line of no declination, seems to take its origin from the north magnetic pole, and crossing the different meridians in a south-easterly direction, resembling in form the long letter S, it traverses the continent of

North America, enters the Atlantic Ocean to the northward of Charleston, and so proceeds to the south pole. Upon the west side of this line there is east declination, and upon the east side thereof west declination, which last gradually increases as we proceed to the eastward, and till we get beyond the Cape of Good Hope, or midway between the Atlantic and the East India line of no declination, where it amounts to 31° about the latitude of 48° south, and then it regularly decreases to the East India line of no declination.

Again, as we proceed to the eastward of that line of no declination, the east declination increases rapidly till you get to the eastward of New Zealand, where it is upwards of 13° even in that latitude; but from thence as we proceed eastward for about 40° in longitude, this declination appears to decrease; and again it increases till we are to the eastward of Cape Horn, where, in the latitude of 51° south, it amounts to $21^{\circ} 28'$, and then gradually decreases to the Atlantic line of no declination aforesaid. Upon the whole, it would appear that these observations agree pretty nearly with those already advanced, with the exception of that decreasing east declination to the eastward of New Zealand. But admitting that the vast body of water in the great Pacific Ocean, which cannot have any magnetic properties, should not have any effect in producing this irregularity, yet we are not to expect even that the solid parts of this globe can be so uniformly magnetical throughout as to answer entirely with calculation in every part thereof.

The magnetic needle not only declines or varies from the true north, differently in different parts of the earth at one time, but likewise in the same place this declination is different at different times. We will therefore call it, by way of distinction, the variation of the magnetic needle.

At London and Paris, where the most accurate observations have been made towards the latter end of the sixteenth century, and we cannot pretend to much earlier observations, there were between 11° and 12° of east declination, which gradually decreased; so that, in less than a hundred years afterwards, there was no declination at all in those places. From 1657 at London,

and 1666 at Paris, a west declination began, and has ever since increased gradually, though not uniformly or in direct proportion of the times; for such is the nature of magnetic declination, that, like the apparent motion of the planets, sometimes it is faster, sometimes slower, at other times it is stationary, analogous also to the elongations of the inferior planets, at one time it is to the east, and at another time to the west, alternately.

We may farther observe, that the declination lines of the same name have always respectively passed London, some years before the same lines arrived at Paris; and the like observations have been made in other parts of the northern hemisphere, that is, in this hemisphere, the Halleyan lines have regularly passed those places first which lay more westerly, and so in order those which lay more to the eastward.

From the latter end of the sixteenth century there was an eastern declination over most parts of Europe, while on the coasts of North America a west declination prevailed; the lines of no declination being then situated about the Azores. This line of no declination has ever since moved gradually eastward, the lines of east declination receding before it, while the lines of the west declination have gradually followed it.

In the southern hemisphere, however, it is quite otherwise; for about the latter end of the sixteenth century, a line of no declination passed near to the Cape of Good Hope, upon the east side of which there was west declination, and upon the west side thereof east declination; each of which declinations, in going eastward or westward, gradually increased to a certain degree, and then in the same manner decreased to nothing, somewhere to the eastward of Java.

In the year 1775 the declination in the Pacific Ocean was supposed to be easterly over the greater part of that immense surface of water. The line of no declination, which was then situated a little to the eastward of the Cape of Good Hope, has ever since been moving to the westward, and the lines of east declination have gradually receded before it, while those of the west declination have followed it with a proportional pace; so that at the Cape of Good Hope there was a considerable west declination

of about 24° , and the line of no declination moved many degrees to the westward thereof

From these observations it is manifest that the Halleyan lines in the southern hemisphere gradually move from east to west, while the motion of those lines in the northern hemisphere is from west to east, and if this conclusion be admitted, viz. that the progressive motion of the lines of declination in the northern hemisphere be constantly from west to east, this discovery will be of as great use to us in framing, regulating, or judging of our future charts or tables of the declination or variation of the mariner's compass, and will answer the purposes of navigation as well, as if we were thoroughly acquainted with the primary causes of all the phenomena of magnetism.

It must be allowed, according to the observations of several ingenious and scientific men, that the collective magnetism of this earth arises from the magnetism of all the ferruginous bodies therein contained, and that the magnetic poles should therefore be considered as the centres of the powers of those magnetic substances. These poles must therefore change their places according as the magnetism of such substances is affected: and if it be admitted, that the general cause of the diurnal variation arises from the sun's heat in the forenoon and afternoon of the same day, it will naturally occur, that the same cause being continued may be sufficient to produce the general variation of the magnetic needle for any number of years. For it must be considered, that, ever since any attentive observations have been made on this subject, the natural direction of the magnetic needle in Europe has been constantly moving from west to east, and that in other parts of the world it has continued its motion with equal constancy.

As we must, therefore, admit that the heat in the different seasons depends chiefly on the sun, and upon the whole, that the months of July and August will probably be found the hottest, while January and February are the coldest months of the year, and that the temperature of the other months falls into the respective intermediate degrees although from calculation we can

scarcely pretend to ascertain the absolute heat of any particular month or day, so we must consider the influence of heat upon magnetism to operate in the like manner; viz. that for a short time it scarcely manifests itself, yet in the course of a century the constancy and regularity thereof become sufficiently apparent. It would therefore be idle to suppose that such an influence could be derived from an uncertain or fortuitous cause. But if it be allowed to depend upon the constancy of the sun's motion, and this appears to be a cause sufficient to explain the phenomena we should, agreeably to Newton's first law of philosophising, look no further.

As we therefore consider the magnetic powers of the earth to be concentrated in the magnetic poles, and that there is a diurnal variation of the magnetic needle, these poles must perform a small diurnal revolution proportional to such variation, and return again nearly to the same point. Suppose then that the sun in his diurnal revolution passes along the northern tropic, or along any parallel of latitude between it and the equator, when he comes to that meridian on which the magnetic pole is situated, he will be much nearer to it, than in any other, and in the opposite meridian he will of course be the farthest from it. As the influence of the sun's heat will, therefore, act most powerfully at the least, and less forcibly at the greatest distance, the magnetic pole will consequently describe a figure something of the elliptical kind; and as it is well known that the greatest heat of the day is some time after the sun has passed the meridian, the longest axis of this elliptical figure will be north-easterly in the northern, and south-easterly in the southern hemisphere. Again, as the influence of the sun's heat will not from those quarters have so much power, the magnetic poles cannot be moved back to the very same point, from which they set out, but to one, which will be a little more northerly and easterly, or more southerly and easterly, according to the hemispheres in which they are situated. The figures, therefore, which they describe, may more properly be termed elliptoidal spirals. The north magnetic pole may by this means, be carried with a slow but constant motion, more and more to the north-eastward, till it

arrives at the region of the greatest cold, which is supposed to be at some degrees distant from the natural pole of the earth.

In this manner the variation of the magnetic needle in the northern hemisphere may be accounted for. But with respect to the southern hemisphere, it must be recollected that though the lines of demarcation in the northern hemisphere have constantly moved from west to east, yet in the southern hemisphere, it is equally certain that they have moved from east to west, ever since any observation has been made on the subject.* It is, therefore, scarcely within the range of possibility, that the magnetic pole in the southern hemisphere can move from east to west, whilst that in the northern hemisphere moves from west to east. On considering the matter, however, more attentively, it must in the first place be observed, that in speaking of the declination or variation of the magnetic needle, we always refer to the north end of the needle only. Thus, when the north end of the needle points to the west of the meridian, we say it has so many degrees of west variation, though the south end thereof points as many degrees to the eastward. Again, when the north end of the needle points to the eastward of the meridian, we say it has east variation, though the south end points to the westward thereof. And the same language is used in the southern as in the northern hemisphere, so that if the south magnetic pole, which governs the needle in that hemisphere, move to the eastward, occasions, as we say, the needle to have west variation, and on the contrary, if it move to the westward, it makes what we term east variation. This, therefore, is the cause, on account of which the lines of magnetic declination appear to have a contrary motion in the southern hemisphere, to what they have in the northern, though both the magnetic poles of the earth move in the same direction, that is from west to east.

In the northern hemisphere there was a line of no variation, which had east variation on its eastern side, and west variation on its western side. This line evidently moved from west to east, during the last two centuries; the lines of east variation

* See Cavallo's Treatise on Magnetism.

moving before it, while the lines of west variation followed it with a proportional pace. These lines first passed the Azores or Western Islands, then the meridian of London, and, after a certain number of years still later, they passed the meridian of Paris. But in the southern hemisphere there was another line of no variation, which had east variation on its western, and west variation on its eastern side; the lines of east variation moving before it, while those of the west variation followed it. This line of no variation first passed the Cape des Aiguilles, and then the Cape of Good Hope, the lines of 5° , 10° , 15° , and 20° west variation following it, the same as was the case in the northern hemisphere, but in a contrary direction.

It was originally the hypothesis of Dr. Knight, that the magnetic poles were at first opposite to each other; but, according to the doctrine of Mr. Canton, they would not long have continued so, for, from the intense heat of the sun in the torrid zone, according to the principles already explained, the north pole must have soon retired to the north-eastward, and the south pole to the south-eastward. It is also curious to observe, that on account of the southern hemisphere being colder upon the whole than the northern hemisphere, the magnetic poles would have moved with unequal pace; that is, the north magnetic pole would have moved further in any given time to the north-east, than the south magnetic pole would have moved to the southward; and according to the opinion of the most ingenious authors on this subject, it is generally allowed that at this time the north magnetic pole is considerably nearer to the north pole of the earth, than the south magnetic pole is to the south pole of the earth.

We shall now proceed to give the memoir of Commander Ross, as it was delivered by him to the Royal Society, reserving to ourselves the opportunity of making those strictures, which the subject may require.

On the Position of the North Magnetic Pole. By Commander
JAMES CLARK ROSS, R.N. F.R.S. F.R.A.S. F.L.S. &c.

Received December 19.—read December 19. 1833.

THE determination of the position of the Magnetic Poles of the earth has ever been considered a desideratum in the science of magnetism, of the highest importance; and the observations and experiments of the most ingenious and learned philosophers have universally been applied to the solution of this difficult and perplexing problem. Vague and unsatisfactory, however, were the results of the researches and calculations of the most indefatigable and zealous promoters of that science, arising, doubtless, in a great measure, from the discordant observations upon which they were founded,—a discordance which was considered to arise chiefly from the unequal distribution of the magnetic substances contained in the earth, and also from the great distances at which the observations were made from the centres of the powers of those magnetic substances, or, in other words, from the magnetic foci, or poles of the earth.

The primary cause of magnetic phenomena has always been, and still is, one of the secrets of nature, although several of the laws of magnetism have of late years been gradually developed; and during our absence from England, a greater step perhaps than any former one has been made, through the indefatigable research of Dr. Faraday, by his splendid and convincing proofs of its complete identity with electricity. Still much remains to be accomplished relative to terrestrial magnetism; and accurate observations with good instruments, as near the magnetic poles as possible, and in various directions from them, were long considered amongst the desiderata for completing the magnetic theory of the globe.

These wants, as far as relates to the northern magnetic regions, have been supplied by the expeditions by land and sea that have been sent from England for the discovery of a North West Passage, to traverse the shores of the American continent,

and to contribute to the advancement of science in general. In the department of magnetism, in particular, the numerous and accurate observations by their distinguished commanders, and those who accompanied them, have been eminently important. Those made to the north-west of the magnetic pole by Capt. Sabine, to the south-west by Capt. Franklin, and to the south-east and north-east by Capt. Parry, Mr. Fisher, and Capt. Forster, have furnished materials that have enabled the British philosophers to point, with a wonderful degree of precision, to the seat of magnetic concentricity.

In contemplating the equipment of the late expedition, a still nearer approach than had yet been attained to that mysterious spot was anticipated from the route that we purposed to pursue; but the smallness of the vessel in which we embarked, necessarily limited the number and magnitude of our magnetic instruments. A small dipping-needle by Jones, belonging to the Admiralty, was, together with a number of other instruments, liberally offered for our use; and having been made with much care by that celebrated artist, for the use of the party that travelled towards the north pole under Capt. Parry, and been found on that occasion to answer every purpose for which it was intended, we did not hesitate to consider it sufficiently large and accurate for this service.

A description of the instrument accompanies the Table of Observations made by Capt. Parry and Lieutenant Forster in the Appendix to the Narrative of that voyage (p. 168,) and renders any further remarks here unnecessary. It is, however, to be regretted, that prior to our departure from England we had no opportunity of making any observations with that instrument; and a defect in the verticle circle, which was not detected till the spring of the year 1831, has rendered it necessary to reject all the observations on the intensity of the magnetic force made previous to that period.

The annexed Table contains most of the observations that were obtained on the dip of the magnetic needle during our late voyage in the Victory, and seems to require but little explanation. I have considered it proper to record the mean of the

readings of each end of the needle in each of its eight positions, because, in looking over the Table, it will be seen that scarcely any two results show any very near accordance, and, in some instances, their differences amount to several degrees. Whether this arises from any imperfection in the instrument, from the method of magnetizing it, or from a variation in the direction of the poles of the needle, I am unable to determine. As the several readings presented themselves, so they were registered; and the resultant dips, although in some instances they show a very considerable difference, yet, upon the whole, their accordance affords a remarkable instance of the tendency of errors (if such they be) to correct each other. Be that as it may, it is proper that these discordances should be known, in order that their cause may be investigated, and that the observations should not obtain a greater degree of dependence than, on examination, they may be found to deserve. Each of the recorded observations is the mean of six to ten readings of each end of the needle in its several positions, and the method employed in the reversion of its poles is that of Du Hamel.

Only three opportunities occurred of observing the dip as we proceeded to the southward of Fury Point to our first winter quarters. But these, together with the variation, &c., were important assistants in calling our attention to the rapid approach we were making towards the magnetic pole. A series of observations during the winter led us to expect that that point would be found directly to the westward of us; but we were unconscious at that time of the existence of an ocean in that direction, and the calculated distance far exceeded anything we could hope to travel over a country whose rugged shores seemed to forbid the attempt, and to annihilate every hope of its accomplishment. The discovery of the Western Ocean, however, across a narrow neck of land to the south-west, which occurred early the following spring, gave rise to a small party being sent from the ship, to endeavour to trace the shores of the American continent as far to the south-west or west as possible. On that occasion, owing to the smallness of the party, it was found impracticable to carry more instruments than were actually indispensable for determin-

ing the outline of the coast along which we might pass. An azimuth compass, of Capt. Kater's construction, was the only magnetic instrument that could be taken, and this was, soon after leaving the ship, destroyed by a fall over a precipice at Cape Isabella, soon after I had determined that its north point was directed to the north-west. Its action was uncertain to eight or ten degrees, owing to the extreme weakness of the directive force of the needle.

Imperfect as this indication was, it seemed to cherish the hope of our being able to obtain some interesting magnetic observations; when having been compelled to pass another winter near the same spot, I proposed to conduct a party, guided by some Esquimaux, across the country to the westward, and to endeavor to approach as near as possible to the source of magnetism. We accordingly commenced our journey in the middle of May 1831: but the unfavorable nature of the season prevented my obtaining any observations that could be of assistance to us, until we reached the shores of the Western Ocean on the 28th of the month. Here good observations were made under the most favorable circumstances; and the magnetic dip having now increased to $89^{\circ}41'$, and the horizontal needle pointing to $N.57^{\circ}W.$, led us to expect that, at the distance of about thirty-five miles in that direction, we should attain the object of our wishes. That spot being now well within our reach, I did not hesitate to devote the larger part of the day to repeating those observations, anticipating that, after leaving that spot, little assistance could be expected from the horizontal needle in directing our approach to the magnetic pole. Having gained the calculated position on the first of June, without having been able, from the unfavorable state of the weather, during that interval, to obtain any more observations, I availed myself of the snow huts of a recently deserted Esquimaux village as observatories, and encamped the party at a sufficient distance to ensure their being beyond the possibility of producing any influence on the needles, &c.

My attention was first of all directed to ascertain, if possible, the direction of the magnetic meridian. For this purpose I sus-

pended horizontally the needle that was used only for the determination of the intensity of the magnetic force, first by three or four delicate fibres of floss silk. It remained, however, exactly in the position in which it was placed. A single fibre of the floss silk was next tried, and lastly a single fibre of flax. All these failing to demonstrate the smallest amount of horizontal attraction, a second needle was treated in a similar manner, and in all these attempts I was equally unsuccessful. The top of the instrument being so constructed as to admit of a half-circle of torsion, this was next tried; but the needle was moved from its position in nearly the same amount as the arc described by the point of suspension, showing that the smallest amount of torsion was sufficient to overcome the directive energy of the needle.

The needle was now removed to the dipping apparatus, and the following observations on the intensity of the vertical force of the needle were obtained, upon the supposition, that in whatever direction a given number of vibrations in the same arc were made in the shortest time, that might be assumed as the magnetic meridian. The direction of the needle is given in true bearings.

S. 50° W. and N. 50° E. h m s	S. 80° W and N. 80° E. h m s	N. 70° W and N. 70° E h m s	N. 40° V and S. 40° E. h m s	N. 10° W. and S. 10° E. h m s	N. 20° W. and S. 20° W. h m s
10 34 20	10 37 28·7	10 40 50·2	10 44 3	10 46 59·5	10 49 47·5
43	52·5	41 13·5	26·5	47 23	50 10·5
35 5·2	38 14·5	36·5	49·2	45 5	32·2
27	36·2	57·5	45 10·5	48 7·5	54·7
48·5	58	42 19	32·5	29	51 16·3
36 10·2	39 18·7	40·7	54	50·7	37·3
50 Vib ^m in 1 50·2	1 50	1 50·5	1 51	1 51 2	1 50

From these observations it was equally impossible to assign a direction to the magnetic meridian, the slight difference being within the limits of the errors of observation, and the amount of the inclination or dip of the needle in each of the directions being precisely the same. A diminution of force, however, may seem to obtain in the directions of S. 10° E.

S. 40° E. ; and a direction at right angles to that, S. 75° W., I assumed as the magnetic meridian in the first two sets of dip. The mean of these was $89^{\circ} 58' 15''$. The next two sets were taken at an angle of 45° to the right of the former, and their mean result was $89^{\circ} 59' 46''$; and the two last sets, exactly at right angles to the first set, gave the dip $89^{\circ} 59'$. In these last observations, the axis of the intensity needle was put in the stead of its own axis, which accounts for the difference in the readings of the needle in its several positions, as will be seen by the table of dips. The reason for my doing this was to provide against the possibility of the observations being influenced by an injury which the axis of the needle was supposed to have sustained, by the great difference that sometimes occurred in its indications. The result of these observations, however, shows that the injury, if it had met with any, did not materially affect the results; so perfectly do the principles of its construction counteract any slight bend in the axis, or any inequality in the balance of the needle.

To complete the observations on the intensity of the magnetic force, and the various experiments which were made, and which it is unnecessary here to notice, occupied the whole of the time that I could devote to that purpose. And although there is a difference, amounting to several minutes, in the different observations made in the same direction of the needle, yet the resultant mean dip in each of the three directions in which they were obtained, placed us as near to the magnetic pole as, with our limited means, we were able to determine. And although it cannot but be a rough approximation, yet it is hardly possible to be more than a few miles from the exact position. It was, at any rate, quite impossible for us to know, now that the horizontal needle had ceased to act, in what direction to proceed for the purpose of approaching it more nearly ; for in order to determine its exact position, the co-operation of several observers, placed at some distance, in various directions of its position, would be necessary. A series of observations, continued for some months, would afford the most important and interesting data. By such means, not only its actual position, but its diur-

nal, if not its annual motions, could be determined, and furnish the means of investigating most of the phenomena of magnetism which are now exhibited on our globe, and establishing for future ages a most important point of reference, by which any progressive movement may be ascertained, and ultimately brought within the reach of mathematical determination for any given period.

This is precisely what is still wanting; and now that its position is so nearly known, and that it is placed in a spot easily of access, and affording every facility for carrying such a series of operations into effect, it only remains to be considered whether those who have the power to promote such an undertaking may attach sufficient importance to the subject to direct its being carried into execution. It is certainly every way worthy of our country. The science of magnetism, indeed, is eminently British. There is no other country in the world whose interests are so deeply connected with it as a maritime nation, or whose globe as such is so intimately associated with it, as Great Britain. And the late discoveries and improvements are to be attributed to the perseverance of British science, and the encouragement and assistance of an enlightened and liberal administration. Nor will the name of Felix Booth, Esq. be omitted in the list of our country's most distinguished patriots, whose munificence and princely spirit have furnished the whole pecuniary means for obtaining the results which are now presented to the Society, and, I may fearlessly venture to add, of enabling a few British seamen to plant the flag of their country upon the northern magnetic pole of the earth.

In the first voyage of Capt. Ross, we find some valuable information respecting the variation of the compass, and deviation of the magnetic needle, which in this place deserve particular notice. We there find, that since the discovery of the polarity of the magnet, and the consequent invention of the mariners' compass, great improvements have been made in its construction.

and some very unexpected magnetical phenomena have been discovered. That instrument was in use for some years before it was known that the needle had any deviation from the true polar direction. About the middle of the sixteenth century this began to be suspected, and observations which were made soon afterwards, proved that in England and its vicinity, it was easterly. This easterly variation decreased until about the year 1658 or 1660, when the direction of the needle corresponded with the meridian. After that time it became westerly, and continued gradually for a long period of time to increase in quantity. In the course of successive observations, it was found to differ in different parts of the world. Hence it became absolutely necessary, both on this account and because of the gradual alterations to which it was subject, that mariners should be furnished with the means of daily ascertaining in every situation, the quantity of error or variation of the compass, in order to correct the courses to be steered, and the bearing of objects seen. In ascertaining the quantity of this variation by the well-known method, the result was, till within a few years past, generally believed to be correct, or at least not subject to much error. Differences in these results were, however, at length observed by modern navigators, particularly by Mr. Wales, the astronomer, who accompanied Capt. Cook in his third voyage, these differences being from 3° to 6° , and even 10° with the ship's head in contrary directions; under various other circumstances mentioned in the introduction to Cook's voyage, they were from 3° to 7° .

It was reserved, however, for that able and scientific navigator, the late Captain Flinders, to elucidate this interesting fact; to explain the probable, and till then the unsuspected cause of this aberration of the needle, to draw conclusions and to lay down a rule for correcting the error of variation, occasioned by changing the ship's head, which under the circumstances, and within the limits of his observation and experience, were probably legitimate and correct. But the principle on which this rule is founded, will not be found applicable to every circumstance and

to all situations, and particularly when it has now been put to the test in Baffin's Bay.

The memoir, written by Captain Flinders on this subject, is recorded in the Philosophical Transactions of the Royal Society, for the year 1805, from this it appears to have been his opinion, that the error of variation consequent on a change in the direction of the ship's head, was produced by the combined force of terrestrial magnetism and ferruginous attraction within the ship.

In the year 1812, the Lords Commissioners of the Admiralty ordered experiments to be made on board of five different vessels in the king's ports, "with the view of ascertaining the particular causes of error to which Captain Flinders had adverted, or of obtaining some general results from an inquiry so intimately connected as it appeared to be with the improvement of navigation." These experiments, as far as they went, tended to establish the fact, and to justify the opinion of Captain Flinders. Still, however, more information was wanted respecting the subject, for the purpose of discovering a rule, that would enable observers to find the true quantity of error in any place and under all circumstances.

Although the experiments above mentioned gave some insight into the causes of this variation, they were insufficient to explain them perfectly; nor is it probable that we shall soon be made acquainted with them, ignorant as we are of the nature of many physical appearances of familiar occurrence. Though it would perhaps be possible, in the present highly improved state of navigation, for one thoroughly versed in seamanship and nautical astronomy to conduct a ship in safety from England to any port in the world, without the aid of the mariner's compass, yet, in cloudy and tempestuous weather, or in confined waters and surrounded by land, his doubt and anxiety could only be relieved, or confidence given to his mind, by the compass. It is therefore necessary that this instrument should be rendered as unerring a guide as possible, and this can only be done by a certain, universal, and invariable mode of finding the true variation, at all times and places, and under all circumstances.

The irregularity of the compass being one of the important objects of the expedition under the command of Capt. Ross, it became his duty to examine the various reports and publications on the subject, and to endeavor to ascertain how far the different systems given to the public are correct, and the rules for correcting the deviation of the variation to be depended upon.

From the experiments that were made, the following facts were ascertained :—

1. That every ship has an individual attraction, which affects the compass on board of her, and to ascertain the exact quantity of its effect, though possible, requires the most particular care and the nicest attention.

2. The effect of this attraction being different in different ships, and not always progressive, but often irregular, no general calculation will therefore apply in the case of all ships, so as to ascertain it for the purposes of correction, and consequently all the rules hitherto given for obtaining it, particularly in Arctic climates, cannot be relied on.

3. As six compasses were compared with each other on board the *Isabella*, and found to agree in the same place, and as they were all found to disagree when placed in different situations between the stern and the foremast, it is evident that the deviation in any ship will vary according to the situation of the compass at the time of using it; and, therefore, as the point of change will not be the same at every part of the ship, all observations must be made in the same place, where the point of change has been obtained, since to that only will this correction apply.

4. The deviation does not always continue the same under the same apparent circumstances, but varies according to the point in which the ship's head lies.

5. The deviation appeared to be materially affected by heat and cold, as well as by variations in the humidity and density of the atmosphere.

6. The direction of the wind seems to have an effect in disturbing the regularity of the deviation.

7. The force or quantity of the dip possesses a decided influence over the force or quantity of the deviation.

8. Although the points of change found with the compass in the same part of the ship will remain the same, unless some material alteration is made in the stowage of the iron on board, yet the amount of the deviation, with the ship's head on any point of the compass, will bear a proportion, though not a regular one, to the increase or decrease of the variation or dip, by both of which it appears in some degree to be governed, though the points of change are not ; as they seem to be independent of any influence, except that of the ship's attraction or magnetism, which is not of equal force in every part of the same ship, nor, perhaps, alike in any two. It is, however, presumed that the experiments and observations that have been made will be sufficient to correct the errors in the mariner's course, which have so often proved fatal, and which have hitherto been attributed to defects in the compass, to currents, and other unaccountable causes.

In conclusion, it only remains further to explain the manner of finding the point of change in deviation.

Let the bearing of one, or the transit of two distant objects, (whose *true* bearing from the ship, or from each other, is known,) be taken, with the ship's head at several points of the compass ; if they all agree, the ship has no deviation ; but, if not, the *one* which is found to *agree* is the point of change.

To find the deviation for the point steered, let the bearing of the same object be taken, with the ship's head on the point of the course steered ; and add, or subtract, the difference between them, as it increases or decreases the variation.

To find the deviation at sea when a distant object is in view, the true magnetic bearing of which is not known, let a boat be sent out of the ship's attraction, to take the bearing of the object, and then the bearing of it is to be taken from the ship, in the manner before described. But even when no distant object is in view it can be, done in fine weather with smooth water, by veering a boat (copper fastened) astern with a compass. The ship is then to steer on different courses, (the boat always keeping her masts in one,) until the compasses of the ship and boat agree. If there is no difference between them on any point, the ship has no deviation. But whatever difference is found between

them on any point, that is the ship's deviation for *that* particular point, and must be added, or subtracted, to correct the ship's course on *that* point, according to the true magnetic course of the boat. And, in like manner, the respective differences found on the several points are to be applied to each. On whatever point the courses of the boat and the ship agree, when her masts are in one, *that* is the ship's point of change. The result of observations made with the ship's head on *this* point will give the true variation of the compass; but if observed on any other points, the error of variation will be according to the amount of the deviation, or differences found on those points respectively, between the course of the ship and the boat, and must be applied $+$ or $-$, as the case may require, to correct it. The variation may be observed, either before or after this process, for finding the ship's point of change and deviation; and if amplitudes, or azimuths, are taken at different parts of the ship, the difference between the azimuth compass (wherever it may stand,) and the compass the ship steers by, ought always to be taken, and applied in like manner to obtain the *true* variation.

It would be a great benefit to navigation, if the bearings of remarkable headlands and other objects on the coasts of different countries were correctly taken, and inserted in the published charts. Thus a ship, able to approach near enough to take the transit bearing of any two such objects, whose relative situations were exactly laid down, could thus know at once her deviation, or whatever course she was steering, if the true variation was on the charts, since it would be the difference between that and the true transit bearing, as laid down on the chart, taking into consideration, at the same time, the known variation.

Men of war, and indeed all ships, should, at every opportunity, try the deviation, and ascertain these points of change, and that being once found, no change should be made in the stowage or position of any of the larger masses of iron on board.

It only requires, however, a careful perusal of some parts of the memoir of Commander Ross, to discover at once how very slight was the knowledge which Capt. Ross possessed of the actual discoveries that Commander Ross had made in magnetical science, and

in fact that he appears to be comparatively ignorant of the extent to which that science has been carried by some of the eminent philosophers of the present day ; thus Commander Ross says, “ The primary cause of magnetic phenomena has always been, and still is, one of the secrets of nature, although several of the laws of magnetism have of late years been gradually developed, and during our absence from England, a greater step, perhaps, than any former one, has been made, through the indefatigable research of Dr. Faraday, by his splendid and convincing proofs of *its complete identity with electricity*.”

On this subject Capt. Ross thus expresses himself before the committee of the House of Commons.

“Among the valuable observations of every kind which you described the voyage to have enabled you to collect, are the committee to understand that there are observations connected with *magnetical electricity*?”—“ *I know of no magnetic electricity. I know of no such term; but the effect of light and heat upon it is an important discovery which we have made.*”

“ You stated you did not recognise such a term as magnetic electricity, do you mean to state you do not believe there is any identity or necessary connexion between magnetism and electricity (*electro magnetism*)?”—“ I believe they may combine with each other, but I do not understand how electricity can be magnetized: the magnet may be electrified, *but I do not know that it can.*”

“ Is that opinion formed from the observations you made during your last voyage on the phenomena of electricity and magnetism?”—“ No, there was no natural electricity present where we were.”

In regard to the singular contradictions which exist in these answers of Capt. Ross, with the information contained in the memoir of Commander Ross, it is curious to observe, that the memoir was read before the Royal Society on the 19th December 1833, and that the examination of Capt. Ross before the committee of the House of Commons did not take place until the following March 1834. Thus, although it was distinctly stated in the memoir of Commander Ross, that the complete identity of

electricity with magnetism had been established by Dr. Faraday, yet, in despite of that information so promulgated, and the discoveries which he had made during his residence in the Arctic seas, he declares that he knows of no such thing as magnetic electricity, and that, in regard to any identity between magnetism and electricity, he *believes* they may combine with each other; but he does not understand how electricity can be magnetized, in fact, he knows nothing at all about the matter. Indeed what other result could be expected from him, when he gives the following answer to one of the questions put to him.

“Then you made no observation with respect to electrical phenomena, which you think would be important to science?”—“*No, none whatever.*”

“With respect to the Aurora Borealis, it has been a matter of some discussion, whether the Aurora Borealis is accompanied with noise?”—“I never observed any noise with it, but I have a new theory of it, which I intend to publish.”

“Did you observe any magnetic phenomena, which you consider of importance, apart from the existence of the magnetic pole?”—“Yes, the effect of light upon the magnet, and its exposure to such climates.”

On this subject we must refer to a previous part of the examination of Capt. Ross, when he attempts to explain to the members of the committee, the principal points connected with the discovery of the position of the magnetic pole. After having informed the committee, that he did not know the longitude of the magnetic pole, he proceeds to state, “When the compass is over the magnetic pole, the power of attraction is at right angles to the needle, and of course it has no power to turn in either direction horizontally. The effect, therefore, that light, heat, and all other combinations which may combine with the magnetic influence, is at liberty to act upon the needle, and will be unrestrained by the magnetic attraction itself, therefore, when the sun passes round, *we saw the magnetic needle following the sun, proving that the sun had an influence upon the magnet, which is a great desideratum in science.*

And was it then unknown to Capt. Ross, that the influence

of the sun upon the magnet, had been discovered long before he made his appearance in the world? and that it is to be found in the writings of Lorimer, Knight, Canton, Cavallo and others, who wrote about the middle of the 18th century; and consequently that that which he calls a desideratum in science, and which he wishes the committee to consider as one of the results of his expedition, was known to the very tyro in the science of magnetism, long before the sound of his name was heard amidst the rocks of his native mountains, or the hummocks of ice in Boothia Felix.

In other instances, it is scarcely to be supposed that Capt. Ross could have perused the memoir of his nephew, previously to his entering upon his examination before the committee, or he would not have allowed himself to fall into those gross inaccuracies and contradictions, by which it is so particularly distinguished. Commander Ross, when speaking of the equipment of the expedition, says in his memoir, "*The smallness of the vessel in which we embarked, necessarily limited the number and magnitude of our magnetic instruments.*"

When Capt. Ross was before the committee, he may be supposed to be standing on his trial, as to the actual extent of the loss of his personal property, on which, in some respects, his claim to remuneration from the public was to be founded. It is not, therefore, to be wondered at, that he calculated his losses at their maximum; but at the same time it is rather unfortunate for him, that a very great difference exists in the report of Commander Ross and the evidence of Capt. Ross touching these very objects, which constituted his principal loss. The former states, that the number and magnitude of their instruments were limited, on account of the smallness of the vessel. This statement, however, is directly contradicted by Capt. Ross, as will appear by the following examination:—

"Are you aware whether your nephew sustained any pecuniary losses from the expedition?"—"No, except his clothes, which every one lost."

"Had he instruments?"—"He had a few instruments, but they were not of any very great consequence."

“ You had some extremely *valuable instruments* ? ” — “ I had the finest instruments that were ever carried out on an expedition.”

“ What were your instruments worth ? ” — “ My instruments and books were worth nearly £1000.”

“ Could you give a statement of them ? ” — “ *I cannot give an exact statement of them.* ”

“ The whole of which you lost ? ” — “ Yes. I saved my sextant and one chronometer.”

“ Do you also include that in your £3000 expenses in the outset of the voyage ? ” — “ Yes.”

“ That you reckon the whole of your loss ? ” — “ Yes £3000.”

We have in the body of this work frequently been obliged to allude to the palpable questions, which were put to Capt. Ross by some of the members of the committee, and the intent of which could not be mistaken. It must also appear to the meanest capacity, that some of the members must have acquired some private information touching certain points of the expedition, previously to the committee entering upon their labors, or they never could have framed their questions in the manner represented in their report. Thus it was necessary, as one part of the foundation for their recommendation of the grant of £5,000, to prove that Capt. Ross had sustained a heavy loss in personal property, leaving the difference between that loss and the £5,000 to be made up by the great and important services which he had rendered to nautical and geographical science, and particularly to the solution of the important question of the true position of the magnetic pole. As some of the members of the committee are fellows of the Royal Society, it is by no means an improbable case that they might have been present at the reading of so important a document as the memoir of Commander Ross, on the interesting question of the discovery of the true position of the magnetic pole, and in which the information could not possibly have escaped them, respecting the paucity of instruments, which were taken out on the voyage, arising from the smallness of the vessel employed on the expedition. Nevertheless the leading question is put to Capt. Ross,—“ You had some extremely

valuable instruments?" The answer is in the affirmative in the highest degree, and a loss of £1000 is immediately accounted for.

From a general view of the discoveries professing to be the result of the last expedition of Capt. Ross, with the exception of those immediately made by Commander Ross, science has been very little benefited, and even the position of the magnetic pole is still to be confirmed by subsequent experiment and research.

LIST OF PLATES.

	Page.
Portrait of Capt. Ross, to face Engraved Title-page.	1
Chart of the Route	113
Departure from Woolwich	150
View of the Victory in Felix Harbour	241
Esquimaux building Snow Huts	589
Planting of the Standard on the Position of the Magnetic Pole	664
Fury Beach	679
Capt. Ross falling in with the Isabella	

FINIS.

